

POMRIL.  
PURE NON-ALCOHOLIC  
APPLE JUICE  
Invaluable for Stomach and  
Diabetes.  
Per doz. quarts... \$7.25  
Per doz. pints... 1.85  
H. PRICE & CO.,  
12, Queen's Road Central.

# Hongkong Daily Press.

ESTABLISHED 1857.

ITALIAN VERMOUTH  
The only Reliable Brand is  
MARTINI ROSSI  
SUCCESSORS  
MARTINI SOLA & CO.  
AGENTS—  
H. PRICE & CO.,  
12, Queen's Road Central

No. 14,427 號柒十式百肆千肆萬壹第 日捌拾月五年十壹緒光 HONGKONG, FRIDAY, JULY 1st, 1904. 伍拜禮 號壹月柒年肆零百九仟壹英港香 PRICE, \$3 PER MONTH.

## WATSON'S PRICKLY HEAT LOTION

IS A FIRST-RATE PREPARATION.  
IT AT ONCE RELIEVES THE SKIN  
IRRITATION AND PRODUCES A  
SOOTHED, QUIET FEELING.

A. S. WATSON & CO.  
LIMITED,  
MANUFACTURING CHEMISTS.  
ESTABLISHED A.D. 1841. [a138]

CUTLER, PALMER  
& CO.'S

PRICE \$11.00 PER DOZEN

NET

"SPECIAL BLEND" WHISKY  
Blend  
Selected  
Distillations of the  
Finest Scotch Whiskies

Apply to

SIEMSEN & CO., Hongkong. [a48]

GREEN ISLAND CEMENT COMPANY  
PORTLAND CEMENT.

Is of 375 lbs. net \$4.75 per Cask ex Factory.  
Is of 250 lbs. net \$2.85 per bag ex Factory.  
SHEWAN, TOMES & CO.,  
General Managers.  
Ho Kung, 14th August, 1903. [a145]

ICTORIA CYCLE EMPORIUM

We are Sole Agents for the following:  
TRIUMPH, PIONEER, CENTAUR, and  
NEW PREMIER CYCLES. Best American  
Machines in the Market, always on hand and  
for sale. Also a Large Assortment of SECOND-  
HAND MACHINES of various makes,  
nearly as good as new, at greatly reduced prices.  
MOTOR CYCLES, MAIL CARS,  
RICKSHAS FITTED WITH PNEUMATIC  
TYRES AND BALL BEARINGS THROUGH-  
OUT. Everything in the trade always kept in  
stock. First-class workmanship guaranteed in  
all branches of the business. Reasonable  
prices. McKIBBY & CO.,  
43 & 34A, Queen's Road East.  
[a146]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,  
have now 40,000 Cubic Feet of Ice  
Storage available at 24 P.O. Street. Stores will  
be open at 10 A.M. and 4 P.M. daily, Sundays  
excepted to receive and deliver perishable goods.  
Wm. PARLANE, Manager.  
Hongkong, 15th November, 1901. [a147]

DAVID COHEN & SONS  
MERCHANDISE  
NAVY BOILED  
ONE FLAX  
RELIANCE CROWN  
TARPAULING  
ARNHOLD, KARBERG & CO.  
Sole Agents.  
[a148]

RUINART PERE & FILS, REIMS  
Established 1719,  
CHAMPAGNE GROWERS AND  
SHIPPERS.  
Ship only the Finest Quality  
Extra Dry (Green Seal)  
LAUTS, WEGENER & CO.  
Sole Agents.  
Hongkong, 18th May, 1903. [a149]

HIRANO WATER.  
THE QUEEN OF TABLE WATERS.  
PURE, SPARKLING, INVIGORATING

THE LEADING MINERAL WATER OF THE EAST  
Bottled in Japan by H. E. REYNELL & Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.  
Hongkong, 31st July, 1903. [a150]

QUAN WAH & CO.  
GRANITE AND MARBLE MERCHANTS.  
EXPORTERS AND CONTRACTORS.

Sole Agents of  
QUAN TAI & CO., Lime Manufacturers.  
All descriptions of  
GRANITE AND MARBLE FOR EXPORT.

GRANITE AND MARBLE MONUMENTS  
Prices & Estimates on Application.  
No. 1, QUEEN'S ROAD EAST.  
Hongkong, 17th October, 1899. [a151]

CARTRIDGES.  
IMPORTED EVERY MONTH, THERE-  
FORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE  
AND KYNOCK'S SPORTING  
CARTRIDGES 8, 10, 12, 16, and 20 BORE.  
AND NEWCASTLE CHILLED SHOT in  
all Sizes, Nos. 10 to SSSG. AIR GUNS and  
AMMUNITION in Variety.  
WM. SCHMIDT & CO.  
Hongkong 28th November, 1902

## NEW STOCK SUMMER UNDERWEAR

SHIRTS. COLLARS. TIES.  
STRAW HATS. PITH HELMETS.  
RAINCOATS AND WATERPROOFS.

LANE, CRAWFORD & CO.

Hongkong, 10th May, 1904. [a49]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,  
\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.  
Less old than the above.

IMPERIAL BRANDY  
\$12.00 PER CASE.

THE ELITE OF WHISKY—  
THE "PALL MALL."  
\$21 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL  
BLEND WHISKY,  
\$11.00 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

C. P. & Co.'s INVALIDS' PORT  
\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.  
See analysis and certificate by Professor Cassal.

DOURO PORT,  
\$15.00 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,  
\$20 PER DOZ.

LA TORRE SHERRY,  
\$17.00 PER DOZ.

A natural and most pleasant wine to the taste

BENEDICTINE LIQUEUR—  
D.O.M.,  
\$41.75 PER DOZ. QUARTS.

\$43.75 PER 2 DOZ. PINTS.

THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG. [a152]

E. C. WILKS & CO.  
MARINE SURVEYORS.  
CONSULTING ENGINEERS AND NAVAL ARCHITECTS.

COLLISIONS AND DAMAGES SURVEYED.

SALVAGE WORK UNDERTAKEN.

SHIP DESIGNS AND SPECIFICATIONS PREPARED.

AGENTS FOR THE CONSTRUCTION AND SALE OF STEAM AND MOTOR LAUNCHES.

CONTRACTS FOR NEW TONNAGE on reasonable terms with first-class builders.

A large stock of CANALIAN ASBESTOS and ASBESTOCEOL GOODS kept.

Agents for Messrs. ALLEN & SONS ELECTRICAL PLANT and CENTRIFUGAL PUMPS.

Telegram Address: "MARINEWORK."

Telephone No. 358. [a153]

ARNHOLD, KARBERG & CO.

LARGE STOCK  
OF

LIGHT RAILWAY MATERIAL

ENQUIRIES SOLICITED.

Hongkong, 29th April, 1904. [a154]

KODAKS,

FILMS,

AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK, PROMPT RETURN.

LONG, HING & CO.,

PHOTO GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

Hongkong, 21st December, 1903. [a155]

## NERNST

NERNST ELECTRIC LIGHT.  
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY  
AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

EDM. JOHANNSEN OR SIEMSEN & CO. [a56]

TENNENT'S "RED T" BRAND.



TENNENT'S PILSENER BEER.

TENNENT'S INDIA PALE ALE.

TENNENT'S MUNICH BEER.

TENNENT'S STOUT.

BREWED AT THE FAMOUS WELLPARK BREWERY, GLASGOW.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

15, Queen's Road,  
Hongkong. 15th June, 1904. [a57]

THE OLD  
FAMILIAR BEVERAGE  
STONE GINGER-BEER  
"CLEPT" "POP."

HOME



BREWED

WATKINS LIMITED

CHEMISTS, AERATED WATER MANUFACTURERS,

APOTHECARIES' HALL, WATKINS BUILDING.

AT CANTON, SHANGHAI, HANKOW AND PEKING. [a58]

THE  
LAHMEYER ELECTRICAL CO., LD.  
LONDON

ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.  
W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION

Apply to—

SIEMSEN & CO., SOLE AGENTS FOR CHINA. [a59]

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

Brassey's Naval Annual 1904 ... \$13.00  
Le Panorama Salon; Paris 1, 2, 3 & 4 ... 0.60  
Haydn's Dictionary of Dates; Just Out \$17.00  
Pall Mall Academy Pictures ... 0.80  
Dollars and Democracy ... 5.25  
Care of the Children ... 1.50  
Clement's Hand-Book of Japan ... 5.25  
Advanced Bridge ... 4.60  
Bowker's Dynamics ... 4.60  
Taylor's Refrigeration ... 6.00  
Elizabethan Ring ... 1.75  
China from Within ... 4.60  
Two Men from Kimberley ... 1.75  
How to Win at Bridge ... 0.90  
Japanese Physical Training ... 4.50  
Whitaker's Almanac 1904 ... 3.00  
Triumph of Mrs. Spurge ... 1.75  
The Never-Never Land ... 1.75  
The Albert Gate Affair ... 1.75

NEW STOCK.

COPIING PRESSES, Full Size For Large  
Documents, and Smaller Sizes.

INDIAN INK.

INKSTANDS.

SEQUENCE FILES.

MAPPING PENS.

FOOT RULES.

PROTRACTORS.

PAINT BRUSHES.

OFFICE PINS.

"GEN" LETTER CLIPS, 2 Sizes.

GENTLEMEN'S BLACK AND BROWN BOOTS

AND SHOES, BEST ENGLISH MAKE.

BLICKENSDERFER TYPEWRITERS. [a60]

CONFECTIONERY!!!

THE CHOICE-T AND LARGEST VARIETY, FROM PARIS AND LONDON.

MARRONS GLACES, CRYSTALLISED FRUITS.

TOM SMITH'S CRACKERS.

PLUM PUDDINGS.

DATE, FIGS, RAISINS, ALMONDS and NUTS.

STILTON, CHEDDAR, GORGONZOLA, ROQUEFORT, CAMENBERT,

CHEESE SAVOIE, CREAM CHEESE, MACLAREN'S and YOUNG AMERICAN

CHEESE.

YORK HAM and BEST ENGLISH BACON. TOYS TOYS.

A. CHAZALON & CO. [a61]

ROYAL AERATED WATERS  
MANUFACTORY.

PRODUCE the Highest Class AERATED  
WATERS in the Far East on account  
of their High Class Machinery and also of the  
superior ingredients they use in the manufacture  
of their goods, and the cleanliness, &c., are all  
under strict supervision of Europeans only.

REPORT OF AN EXPERT.  
The representative of Messrs. BRATBY and  
HINCHLIFE, LIMITED, Aerated Water  
Engineers and Chemists, Manchester, visited our  
factory recently in the course of a tour amongst  
European Aerated Water Makers, and was greatly  
surprised at the compactness of our factory and  
also the methodical way in which everything  
pertaining to the making of Aerated Waters  
was carried out. He also expressed himself  
strongly on the absolute cleanliness of our  
whole establishment, which he assured us was  
equal to any he had yet visited and superior to  
a great many. He also reported that the  
quality of our goods was of a first-class nature,  
and they showed that scrupulous care was  
exercised in the course of their manufacture.

Order Books and Price List. Please apply to  
FACTORY and OFFICE, West Point. Tel.  
367. Depot, Ice House Street. Tel. 374.  
Dr. V. DANENBERG & F. DANENBERG,  
General Managers.

Hongkong, 11th May, 1904. [a62]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-  
BOAT CO., LD., is prepared to supply  
ANY QUANTITY OF PURE FRESH  
WATER to the Shipping, both for Deck and  
Boilers.

Call Flag W.

J. W. KEW,

Manager,

1st Floor, 37, Connaught Road.

Hongkong, 13th June, 1903. [a63]

TONG CHONG & CO.

No. 88, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure

HAVANA CIGARS AND CIGARETTES

They are made of best Havana leaves and

possess a mild and choice flavour.

Inspection courteously invited.

Hongkong, 26th May, 1904. [a64]

THE AMERICAN SYSTEM

OF

DENTISTRY

DR. M. H. CHAUN.

37, DES VOGES ROAD CENTRAL, HONGKONG

From the University of Pennsylvania, U.S.A.

Hongkong, 3rd June, 1904. [a65]

## HOTELS.

### HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing  
Music, Ping-pong and Smoking Rooms.  
Private Bar and Two Billiard Rooms for  
Hotel Residents.

Dining Accommodation for 300 persons.  
Private and Special Dining Rooms.  
European Chef and Indian Curry Cook.  
Ladies' Afternoon Tea Rooms with European  
Matron in attendance.

Ladies' Cloak Room.  
Hydraulic Elevators to each Floor.  
Bedroom Accommodation—131 rooms.  
Electric Lighting throughout. Electric Fans  
in Rooms, if required.

Hot and Cold Water throughout.  
Wines and Groceries specially imported by  
the Hotel Co.

Wines cooled by Hotel refrigerators.  
Hotel Lison washed on Premises by  
machinery.

Fire Extinguishing Mains and Emergency  
Exits on every floor.

MODERATE CHARGES! NO EXTRAS!

H. HAYNES,

Manager. [a66]

### THE PEAK HOTEL.

Admirably Situated. Sheltered from the  
North-East Monsoon and Open to the South-  
West Monsoon.

A COVERED GANGWAY LEADS  
FROM THE TRAMWAY TERMINUS  
INTO THE HOTEL.

Telephone No. 29.  
Town Office: 7, DUNDRELL STREET. [a67]

### KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.

For Terms, &c., apply to the—

MANAGER.  
Hongkong, 10th June 1903. [a68]

### CONNAUGHT HOUSE.

A FIRST CLASS HOTEL Situated near  
the Banks and Principal Offices.

Excellent Cuisine and Wines.  
Large and lofty Rooms, Elegantly Furnished  
Hydraulic Elevator, hot and cold water  
throughout.

Special Rates for Tourists.  
Launch Service for Guests.  
For Terms, apply to the

MANAGER.  
Hongkong, 31st October, 1902. [a69]

### "BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH  
CHINA)  
MACAO

HAS been re-opened under European  
management and most strict supervision  
as to food, cleanliness, and hygiene of the place.  
All comforts of a home.

A most pleasant retreat for those desirous of  
a few days rest and quiet.

Comfortable accommodation for travellers  
yearning a visit to the historical and picturesque  
colony of Macao.

Macao is 40 miles south-west of Hongkong  
One steamer (s.s. Hwangshan), daily to and  
from Hongkong, and two steamers to and from  
Canton, give easy communication with both  
centres.

Cable Address—"BOA VISTA."  
For Terms, apply to

THE MANAGER  
[a70]

### MACAO

AND

CANTON

HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG  
to MACAO, thence to CANTON, is  
interesting and

enjoyable.

WM. FARMER,

Proprietor. [a71]



## INTIMATION

**A. S. WATSON & CO.,**  
LIMITED

THE LEADING MANUFACTURERS  
OF  
**AERATED**  
**WATERS**  
IN THE FAR EAST.

AERATED WATERS of our manufacture  
made under constant European expert supervision  
are sold throughout the Far East and are  
invariably preferred on account of their  
excellence.

THE MACHINERY in use embodies every  
improvement up to date.

ABSOLUTE PURITY is guaranteed.  
THE BEST MATERIALS only are used.

THE PRICES are only half those charged  
in England.

WATERS MANUFACTURED BY US  
are acknowledged by the leading English  
makers to be equal to those of their own  
production.

**A. S. WATSON & CO.**  
LIMITED.

THE HONGKONG DISPENSARY.  
ESTABLISHED A.D. 1841.

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Only communications relating to the news columns  
should be sent to the Editor. Correspondents  
should send their names and addresses, and  
indicate the nature of their communications.  
All letters for publication should be written on  
one side of the paper only.  
No anonymous communications should be received.  
Orders for extra copies of the Daily Press should be  
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Telegraphic Address: Press. Codes: A.B.C. 5th Bt.  
P.O. Box, 33. Telephone No. 12.

**The Daily Press.**

HONGKONG OFFICE: 14, DES VUEUX ROAD, C.I.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 1ST JULY, 1934.

The laws of naval warfare in so far as they  
affect floating mines have naturally been  
much discussed by the experts since the  
sinking of the Japanese battleship *Hatsuse*  
after striking a Russian submarine mine  
ten knots to the south-east of Liaotung.  
The fact that this mine was so far outside  
territorial waters, and that other mines  
have also been observed floating on the  
high seas, has led to a charge of "strewing  
the high seas" with mines being preferred  
against Russia, and support is found for  
the allegation in the Russian official report  
issued from the headquarters at Moulken  
by Major-General Proude, which plainly  
stated that the battleship "struck mines  
set for the enemy." Curiously enough, the  
report of Rear-Admiral Wirgesser, who is  
in command at Port Arthur, omits to state  
exactly where the disaster occurred,  
except that it was east of Port Arthur, nor  
does it claim the mine which the *Hatsuse*  
struck as one which had been "set for the  
enemy." Admiral Togo has no doubt that  
it was a Russian mine which sent the  
*Hatsuse* to the bottom, but the only evidence  
of its having been deliberately placed in  
that position by the Russians is in the tele-  
gram given out for publication by Major-  
General Proude. As, however, telegrams from  
that source have so often conveyed untrust-  
worthy information, we can hardly accept this  
particular statement as one to be implicitly  
believed. Whether any official denial has  
not been by Russia to the allegation has  
not been ascertained; but it would be incon-  
ceivable that the neutral Powers have failed  
to interrogate the Russian Government on  
the subject. In the opinion of the London  
Times recently there has been "some  
interesting correspondence on the subject."  
CYPRIAN BRIDGE, the late Commander-in-

Chief of the British Squadron in these  
waters, figures as one of the correspondents.  
Admitting, he says, the correctness of the  
reports that Chinese junk were used for  
mine-laying, there is no convincing evidence  
that either belligerent has laid mines in  
"the open sea," or outside strictly territorial  
or directly threatened waters. "Anyone  
who has seen what happens, even in peace  
manoeuvres, when mines are laid for a  
brief period in unenclosed water, will know  
the impossibility—after only moderately  
"bad weather—of ensuring that the mines  
will remain in place. It is quite common  
to find that some have shifted their posi-  
tion considerably. Mines laid in the outer  
anchorage of Port Arthur or at Dalny and  
in the bays on either side of the Liaotung  
Peninsula—whether by the defenders or  
the assailants—are likely enough to break  
adrift in such gales as are common in the  
spring in the locality in question; and  
some of them would probably drift out  
into the open sea."

Notwithstanding General Proude's des-  
patch, then, we may well hesitate to believe  
Russia guilty of so foul a crime against  
humanity as would be involved in strewing  
the neutral seas with explosives. The  
limit of territorial waters is three miles,  
though eminent jurists have been found to  
argue that the distance shifts automatically  
in accordance with improvements in artillery.  
An international conference seems desirable  
for the consideration of many questions  
relating to the rights and duties of neutrals  
which the *Hatsuse* disaster has raised,  
and not the least important of such ques-  
tions are the following propounded by  
Admiral Proude in the letter we  
have already referred to:—Is de-  
fending the approach to an anchorage  
with mines, or trying to block it up  
with them, to be treated as a breach of  
international law? Is the "due diligence"  
doctrine, of which we heard so much in con-  
nection with the *Alabama*, to be made  
applicable to the action of belligerent mi-  
ne-layers for the benefit of neutrals? Is the  
value of mines, used either by the attack or  
by the defence, great enough to compensate  
for the direct risk to friendly ships or for  
the probable consequences of neutral resen-  
tment? How far does international law  
give a right of complaint to neutrals, after  
they have allowed a war to begin, if they  
experience inconveniences the occurrence of  
which might have been foreseen?

Ten cases of plague were notified during the  
twenty-four hours ended at noon yesterday. All  
the cases were Chinese, and all were fatal.

Sir Mathew Nathan, R.E., K.C.M.G., the  
new Governor of Hongkong, was to be enter-  
tained to dinner by Mr. Wm. Kewick, M.P.,  
to meet a number of Hongkong and China  
people, on the 26th June.

Rear-Admiral Charles G. Robinson, on pro-  
motion and on return home from appointment  
as Senior Naval Officer at Hongkong was  
recently received in audience by his Majesty the  
King.

It is worthy of note that the rainfall during  
the twenty-four hours commencing 10 a.m. on  
Wednesday and ending the same hour yester-  
day was, according to the Observatory report,  
6.72 inches, which is greater than the fall for  
the previous two days.

Referring to a paragraph which appeared  
recently in the *Daily Press* relating to a  
man arrested for being in possession of beans  
supposed to be stolen escaping from the dock  
at the Police Court, the Singapore *Free Press*  
asks whether Mr. Gompertz, the Magistrate,  
gave the prisoner more beans. He did.

We learn from Wushow-fu that Mr. Fox,  
H.B.M.'s Consul, left there some three weeks  
since in the gunboat *Mooreen* for Nanning, but  
the vessel was obliged to stop en route until  
the water rose, when she would be able to go  
up. The recent heavy rains have no doubt  
enabled the *Mooreen* to reach Nanning, as we  
hear there have been heavy freshets in the  
West River.

By kind permission of the Commander of  
Police, the String Band will play the follow-  
ing programme of music at the Macao Hotel  
from 7.30 p.m. to 9.30 p.m. to-morrow, July  
2nd:  
March—"Free Lance"..... Herman Leibig  
Overture—"Pique Dame"..... Suppe  
Waltzes—"Dream Faces"..... J. Meisler  
Selection—"N. R. M."..... S. H. Bolini  
Waltz—"Sweet Thoughts"..... S. H. Bolini  
Gavotte—"Tango"..... O. R. Blum  
Serenade—"Angel's Song"..... G. Fraga  
Tarentelle—"Napolitaine"..... F. Augusto

The Rev. Mr. Collyer, missionary in Corea,  
addressing the members of the Anthropological  
Society on the Korean people, mentioned that  
the system of identification by finger prints,  
which was introduced into Europe recently, had  
been practised in Corea for many centuries. He  
had, he said, been able to trace back its use for  
1,300 years in the deeds for the sale of slaves.  
The slave was required to place her hand—all  
the slaves were women—upon the sheet of paper  
on which the deed was written, and the outline  
of the fingers and thumb was traced, after which  
an ink impression of each of the fingers was  
taken.

In view of the recent agitation for improving  
the Fire Brigade service here, it is interesting  
to note that at Penang the Resident Electrical  
Engineer submitted a report for a sea-water fire  
service for some of the principal business  
thoroughfares. The idea was to make use of  
electric power to pump up a supply of water  
sufficient in quantity and pressure, available  
immediately in case of fires. As, however, it is  
thought that when the proposals now adopted  
in connection with the water supply to the  
towns are carried out, there will be sufficient  
pressure in the pipes, this scheme is unnecessary.  
The same argument is used in Hongkong.

At the present moment, says the *Electrical*  
*Magazine*, "when the eyes of the world are  
centred on the Far East, it may be of interest  
to note that Dalny was one of the most  
progressive communities as regards the applica-  
tion of electricity to public and private  
requirements. The central station, completed  
about twelve months ago, had a total capacity  
of 3,000 horse-power, with space for additional  
machinery of the same output. In addition to  
public and private lighting by electricity there  
was apparatus for pumping the dry docks and for  
driving machine, boiler, and other workshops  
in the harbour. The town also possessed an  
admirable telephone system."

Pong Lun, a Chinaman, who was sentenced  
to death for the murder of a fellow countryman,  
was executed at Liverpool on the 31st May.  
He died a Christian, being confirmed by the  
Bishop of Liverpool. He awaited his end  
with stoical indifference, and seemed to be  
looking forward to the final scene with more  
curiosity than dread. An unusual circumstance  
in connection with the execution is the fact that  
the majority of his fellow countrymen in the  
district signed a petition to the Home Secretary  
praying that he should not be executed. It  
was pointed out that the murdered man was of  
a peaceful disposition, and much liked by his  
friends, and that, therefore, the law should  
take its course.

According to the assertion of Miss Annie  
Taylor, of the Tibetan Pioneer Mission, who  
writes from Yatong to the *London Morning Post*,  
the Tibetans have all along been anxious to get  
into communication with the English, but are  
prevented from doing so by the Chinese officials.  
This lady, who is the only Englishwoman in  
Tibet, says the Tibetans have to choose be-  
tween death with dishonour at the hand of a  
Chinese executioner if they offer no resistance  
to the advance of the mission, or death with  
honour by resisting the advance, and like brave  
men they choose the latter. She goes on to state  
that a few years ago the Tibetan Government  
spoke of sending a mission to Lord Curzon to  
ask for Great Britain's protection against their  
Chinese masters, but protection could not be  
given the chiefs who might go, so after about  
a year they went to Russia for help, as the  
Russians do not fear the Chinese. A mere  
handful of Chinese soldiers, she says, keep the  
Tibetans in subjection, and she pleads for a  
British protectorate for Tibet, adding, "or  
some day it will be under the protection of  
Russia."

Chinese physicians have some curious  
notions in regard to human anatomy, writes  
a medical man in a home paper. The truth is,  
they know nothing about anatomy as  
that word is understood by our physi-  
cians, their principal authority being a  
work entitled "Netjing," of which Huang-ti,  
who lived from 2697 to 2597 B.C., is said to be  
the author. According to Chinese physicians,  
the human heart occupies almost the same  
position as is assigned by European and  
American physicians to the stomach. They  
claim that a human being has 365 bones, which  
correspond to the 365 days of the year; that a  
man has 12 ribs and a woman 14, and that a  
man's skull is composed of eight pieces, while a  
woman's has only six. Moreover, they say that  
in every human body there are 22 parts which  
are important and 56 which are unimportant,  
and they lay great stress on the necessity of  
taking good care of the important parts. Our  
physicians do not rate their Chinese colleagues  
very highly, yet ample testimony has been fur-  
nished by missionaries and others that there are  
in China many who are wonderfully skilled in  
the art of healing. Still whatever may be  
their skill in healing, a skill largely based on  
their knowledge of medicinal herbs, the  
acquaintance with the anatomy of the human  
frame, as depicted by their charts, is not  
calculated to inspire one with confidence.

By kind permission of Lt.-Col. Fremonger and  
officers, the Band of the 93rd Burma Infantry  
will play the following programme of music  
at the King Edward Hotel, during dinner to-  
night (weather permitting):—  
March—"The Espada"..... Ivan Caryll  
Overture—"Lodoiska"..... Cherubini  
Selection—"The Chieftain"..... Sullivan  
Song—"Liebelied"..... Karolyi  
Waltz—"Herrn England"..... German  
Waltz—"Hansel and Gretel"..... Busch  
Gavotte—"Enrico"..... Baudie  
Gavotte—"God Save the King."

MENU.  
Hors d'oeuvres  
Cucumber Water Cress  
Scotch Eggs  
Asparagus and Custard  
FISH  
Boiled  
ENTREES  
Fillet of Beef Larded and  
Pricassee of Sheep's Tongue  
JOINTS  
Roast Leg of Mutton Roast Turkey  
Cold York Ham  
CURRY  
Chicken  
SALAD  
A la Germane  
VEGETABLES  
Boiled Potatoes Chipped Potatoes  
Lima Beans Okros  
SWEETS  
Plum Pudding Sponges  
Lemon Ice Cream Fruit Cakes.

## TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

THE TIBETAN POSITIONS  
CAPTURED.

AN ARMISTICE.

LONDON, 30 JUNE.

The British Expeditionary force has  
captured the Tibetan positions, and the  
Tibetans have asked for an armistice.

Captain Craster was killed in the engage-  
ment.

[REUTER'S SERVICE.]

## THE TIBET EXPEDITION.

LONDON, 28th JUNE.

Col. Macdonald with reinforcements has  
reached Gyantse after a stiff fight at the Naini  
Monastery in which the British casualties  
amounted to 5 killed and wounded.

## THE KING IN GERMANY.

LONDON, 28th JUNE.

The King has visited Hamburg, where he  
was received by the Burgoimaster and Senators  
and enthusiastically welcomed by crowds.

At the Banquet at Kiel yesterday evening  
Their Majesties' toast referred exclusively to  
yachting, politics being unmentioned.

## CORRESPONDENCE.

## THE BOTANIC GARDENS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 28th June.

SIR,—As the remarks of a "Resident"  
relative to the Public Gardens so clearly denote  
one of a stamp, a class that cannot be equalled  
by mean mortals of other means, I can possibly  
give another side to the picture presented in  
the Gardens.

A man Chinese mortal, full dressed with-  
standing, might have been seen one Sunday  
afternoon forcibly ejected from the Gardens by  
an Indian constable, and not only ejected, but  
dragged off, possibly to get a beating in a lonely  
spot, or at the station—and why? Not for  
creating a disturbance of the peace, but merely  
for refusing the dignity of a sable custodian of  
public order, a man who had seen martial service,  
but desired to use his great power extravagantly.

How many desire to go to the Gardens for  
scientific purposes? Are they not resorted to  
by the public generally to gratify a taste for  
beauty, as a pleasant resting place after the  
irksomeness of business?

The few scientific gentlemen east of us in  
Hongkong can enjoy the Gardens, and benefit  
their health as well, by visiting them before  
breakfast, while the crystal dew yet lingers on  
the passive petals.

Possibly a "Resident" never imagines that  
there are some, even Britishers, who so far from  
objecting to the presence of Brother John, con-  
sider that he often adds greater interest to the  
scene, and that, others also are students of the  
language of the lower mortals, and find in the  
Gardens the best opportunity for hearing and  
improving colloquial Chinese. The fact of  
having to present a card would effectively deter  
your humble servant, which might not be a  
pity to the dwellers on the heights.—Yours  
truly,

TRAMPUS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 30th June.

SIR,—It is clear that the average European  
resident is unreasonably prejudiced against the  
Chinese, for on reference to the correspondence  
that has been published on the above subject in  
the correspondence column of your valuable  
paper and in that of your local contemporaries,  
one cannot fail to grasp the present position of  
affairs. Some correspondents have stated that  
it is undesirable to allow Chinese, irrespective  
of class, to visit the Botanical Gardens, but I  
cannot see why respectable and well-to-do  
Chinese should be excluded. Every rational  
man knows that the Chinese gentleman and the  
street coolie are as distinct from each other as  
the English gentleman and the English navy  
or gutter-snipe, and it is absurd to class them  
together.

The above also refers to the Parade Ground.  
There is no reason whatever why Chinese  
gentlemen should not be allowed on the grounds  
during the military band performances. I  
would like to know if Chinese gentlemen who  
dress in European style are allowed to have the  
same privileges as Europeans on the Parade  
Ground on such occasions; if so, why? They  
are still Chinese, no matter what style of dress  
they adopt.

With regard to European residents being  
unreasonably biased, mention may be also made  
that even the local Young Men's "Christian"  
Association is divided into two departments, a  
Chinese and a European. In Christianity all  
men are supposed to be on an equal basis, but it  
is somewhat singular why Chinese members of  
the Association are not allowed to enter the  
European department. Christianity indeed, and  
so-called British justice! Why are Chinese  
allowed to live in Hongkong at all?—Yours,  
etc.,

L. W. L.

A marriage has been arranged, and will  
take place at Tientsin in November next,  
between Captain E. H. Daniel, D.S.O.,  
D.A.A.G. North China, and Miss Winifred  
Curry, eldest daughter of Mr. Percival  
Curry.

## THE WAR.

[FROM OUR OWN CORRESPONDENT.]

## THE IMPENDING BATTLE.

LONDON, 30 JUNE.

It is reported in St. Petersburg that  
serious fighting took place yesterday  
between the forces of General Kuro-  
patkin and General Kuroki near Liao-  
yang.

[REUTER'S SERVICE.]

THE ENGAGEMENT AT  
FENSHUILLING.

## STUBBORN FIGHTING.

LONDON, 28th JUNE.

A despatch from General Kuropatkin  
says that the Japanese on the 26th instant  
occupied Motienting, Taeling and Fenshuil-  
ling passes, engaging the retreating Rus-  
sians.

[This confirms the telegram from our own  
correspondent published in the *Daily Press*  
yesterday.—ED.]

[JAPANESE OFFICIAL DESPATCHES.]

TSUKYO, 30th JUNE, 3.25 p.m.

Our Takushan army reports the details  
of the occupation of Fenshuilling.

The army, forming three columns, com-  
menced the operation for occupying  
Fenshuilling on the 26th inst., where the  
Russians had constructed a semi-permanent  
fortification with forts, entrenchments,  
wire entanglements, and abatis. They  
offered a stubborn resistance, but our de-  
tachments, after some fierce engagements,  
succeeded in surrounding the enemy, and  
finally took Fenshuilling on the 27th inst.  
The enemy's dead found on the main road  
numbered over 90, while those left else-  
where have not yet been estimated.

Six Russian officers and 82 men were  
captured.

Our total casualties are estimated at 170.

RUSSIAN TROPEDO ATTACK  
AT GENSAN.

TSUKYO, JUNE 30, 7.15 p.m.

Our Consul at Gensan reports that early  
on the morning of the 30th inst. six Rus-  
sian torpedo-boats entered the port and fired  
about 200 shots upon the Japanese settle-  
ment, sunk one steamship and one sailing  
vessel, and then rejoined three ships out-  
side the harbour and disappeared.

Two Koreans and two soldiers were  
slightly wounded. The damage done to  
the buildings was insignificant.

## P. &amp; O. STEAM NAVIGATION CO.

The Report for the half-year ended March 31  
states that the return of troops from South  
Africa practically ended the transport service,  
which had been continued for three years during  
the War in that country, and the receipts show  
in that respect a considerable decline during the  
past half-year, compared with the figures in the  
corresponding period of 1902-03. The return  
of a number of vessels to their normal employ-  
ment has, however, been the means of improving  
the general freight earnings to a considerable  
extent, notwithstanding the continuance of very  
low carrying rates. The passenger receipts  
contrast unfavourably with the figures of last  
year, which is partly due to the fact that the  
comparison is made with a period which em-  
braced the traffic arising from the Indian Durbar,  
and partly to the effect of a lower tariff (*inter-  
alia*, the removal of the coal surtax) and the  
extension of the Company's return ticket system,  
of which the public have largely availed them-  
selves. The Eastern trade has shown no greater  
buoyancy, as regards rates of freight, than for  
some time past. Certain circumstances have  
proved additionally unfavourable, such as the  
disturbance in the export cotton trade from  
Manchester, and the cessation of trade between  
Bombay, China, and Japan, due to the inflation  
of cotton prices and to the war between Russia  
and Japan. The Company's intercolonial  
steamers have, therefore, not been able to find  
their usual employment. Coal will prove  
slightly dearer during the currency of the  
present financial year, and the labour charges  
continue in every direction on a very heavy  
scale. The net effect of the half-year's work  
shows a fair result, and the Directors have  
declared the usual interim dividend on the  
Deferred Stock at the rate of 7 per cent. per  
annum. The present main contract comes to  
an end early next year. After prolonged  
negotiation, the Directors have agreed with  
the Postmaster-General for a new contract  
to carry on the same services as at present,  
but with a considerable acceleration, during a  
period of three years from February, 1905.  
The most important feature in the new service  
will be the acceleration of the Indian mails  
by 24 hours, and their regular delivery at  
Bombay in a little over thirteen days from  
Charing-cross. This, and the other improve-  
ments stipulated for (which include a more  
rapid transit, both of the Australian and China  
passengers, towards which the Post Office will  
contribute £10,000 a year, being an addition  
of that amount to the present subsidy, but  
which in certain eventualities may hereafter  
be reduced.

## SUPREME COURT.

Thursday, 30th June.

IN BANKRUPTCY.

BEFORE HIS HONOUR SIR WILLIAM M.  
GOODMAN (CHIEF JUSTICE).

THE PO FUNG BANK.

The hearing was continued of the case in  
which upon the application of the Official  
Receiver, the Court had ordered that an issue  
be tried as to whether Lo Yuk Shang, Kwong  
King Tong and Kwong Yik Lam were partners  
in the Po Fung Bank at the date of the petition  
in bankruptcy being filed, or at such other date  
as the Court may determine.

Mr. John Hastings, solicitor, appeared for  
the Official Receiver; Mr. M. W. Slade  
barrister (instructed by Mr. H. W. Looker,  
solicitor, of Messrs. Deacon, Looker and  
Deacon), appeared for the men alleged to be  
partners in the bank; and Mr. S. W. Tso  
solicitor, and Mr. O. D. Thomson, solicitor  
represented certain creditors.

Mr. Slade in his concluding address said the  
issue which his Lordship had to decide was  
whether these men were partners in the Po  
Fung Bank. It was a very serious question for  
all the partners. It was also a very serious  
matter for the defendants, for if it was held that  
they were partners their money would all be  
swept into the net of the Official Receiver.  
So far as regarded the principal witnesses for the  
Official Receiver, they were all equally interested  
in establishing the evidence they had come there  
to swear. The burden of proof lay on the  
plaintiff to prove that these men were partners.  
As to the evidence for and against the defend-  
ants, there was the evidence of various witnesses  
as to their recollection of conversations held  
with these defendants, most of them two or three  
years ago; then there was the evidence of  
various witnesses who said they saw Lo  
Yuk Shang and Kwong Yik Lam at the Po  
Fung just after the failure at the meeting  
of creditors, taking part in the proceedings as  
though they were creditors; and thirdly there  
was the evidence of the various lists made by  
the managing partner, Kom Tai Yik. The  
evidence of conversations which were not  
admitted to be true was the most unsatisfactory  
form of evidence to establish against any man,  
and all the other witnesses called by the Official  
Receiver were very much interested in the result  
of this action. Mr. Slade in concluding his  
address stated that there was nothing in the  
books to show that the defendants were partners  
in the Bank.

Mr. Bruce Shepherd (Official Receiver, in  
reply to his Lordship, stated that the books  
showed the two bankrupts to have been partners  
in the Bank; but the defendants were not  
mentioned except as depositors.

Mr. Hastings, in his address said he re-  
presented the Official Receiver, and through him  
the creditors. The issue as to whether these  
men were partners was a difficult one to come  
to a decision upon. The fact that the Official  
Receiver had proceeded only against these  
three men must not be taken as an admission  
that they were the only partners, for he had  
only proceeded against those in respect of  
whom he had direct evidence on their declara-  
tions or otherwise as to their partnership.  
Those whom there was only hearsay evidence  
concerning their partnership had not been  
proceeded against. The sole question therefore  
was not who were the partners in the bank,  
but were these three men partners? The  
evidence adduced contained specific evidence  
that these three men were partners—decla-  
tions made for a definite specific purpose,  
to obtain business for the bank. And in the  
course of canvassing friends and other persons  
to give their business to the bank and  
deposit their money in it. No doubt most  
of the parties who had given evidence  
were interested as creditors, but on the  
other hand these persons had the strongest  
interest in remembering what was said  
and taking a note of it at the time and treasur-  
ing it in their memories because it concerned the  
mode of dealing with the bank and depositing  
their money in it. Both the bankrupts were  
men of straw. The creditors there were men of  
business who had deposited large sums with the  
bank, some of them \$8,000 and \$12,000; and they  
would not have dealt with this bank unless they  
had made enquiries and found out that there  
were substantial men at the back of it. That  
they did so was shown by the fact that the bank  
owed them \$120,000.

His Lordship deferred judgment.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERLOMME SMITH  
(PUTSSE JUDGE).

LOSS OF GOODS.

Kow Loong Kee sued Cheung San for  
\$337 in respect of damages for the loss of 60  
bundles of goods which the defendant had  
undertaken to deliver, the goods having been  
handed over to the wrong party under an alleged  
forged delivery paper. Mr. John Hastings,  
solicitor, represented the plaintiff, and Mr.  
G. K. Hall Brutton, solicitor, the defendant.

His Lordship gave judgment for the defen-  
dant with costs.

A DENTIST'S ACCOUNT.

Dr. Noble & Co., dentists, sued R. M. Ezeki-  
for \$260 for services rendered and teeth, et  
cetera. Mr. John Hastings, solicitor, ap-  
peared for the plaintiffs. Defendant was absent.

His Lordship, after hearing evidence by I.  
L. R. Peel, of the plaintiff company, gave judg-  
ment for the plaintiff with costs.

From Washington comes the report that  
typhoid fever germs, Asiatic cholera germs,  
and many other forms of bacteria, and the micro-  
scopic vegetable forms known as algae, which  
give an offensive colour and disagreeable taste,  
can be absolutely eliminated from the water  
supply of a city by the use of a weak solution  
of copper.



## HONGKONG SANITARY BOARD

A meeting of the Sanitary Board was held in the Board Room yesterday. Dr. J. M. Atkinson presided, and there were also present Hon. P. N. Jones (Vice-President), Hon. A. W. Brown, Registrar-General, Mr. P. J. Tobey, Captain of Police, Colonel W. E. Webb, R.A.M.C., Mr. Lau Chu Pak, Mr. Fung Wa Chun, Mr. A. Ramjohn, Hon. H. E. Pollock, K.C., Mr. E. A. Hewett, Dr. W. W. Pearce, Medical Officer of Health, and Mr. T. A. Hammer (Acting Secretary).

## PROSECUTIONS.

Mr. Hewett had given notice that he would move as follows:—That no prosecutions be instituted by any Officer deputed by the Board under Section 30 of the Public Health and Buildings Ordinance, 1903, until the matter has been approved of by the President of the Sanitary Board, or in his absence, by the Vice-President.

Mr. Lau Chu Pak moved:—I doubt if the President or Vice-President can so round and verify every report made by the inspectors. Every officer of the Sanitary Board should be held liable for the proper and satisfactory performance of the duties delegated to him. In the case in question I am of opinion that if anyone was to blame those who were in favour of the existing bye-laws were to blame. They give too much power to the officers to do things according to their own fancy. A sub-committee should be appointed to reconsider the bye-laws, and the Secretary should be instructed that at all times before issuing notices on the strength of the inspectors' reports he must consult the M.O.H.

Mr. Ramjohn moved:—From what I can gather the proceedings against the Godown Co. have certainly brought upon the Board, or more strictly speaking the administration of the Sanitary Department, the approbrium of the public. The time has now come when they must—an inheritance of the old Board and not a creation of the present—should be remedied, thoroughly overhauled; but it cannot be gained that matters have improved under the new regime and progress has been the order of the day since the constitution of the present Board. It might not be generally known that the Sanitary Board is not responsible for the selection and appointment of any of the officers who are chosen to carry out regulations in the name of the Board; and further, that the correspondence of the department and practically all proceedings against offenders, real or supposed, are carried out in the name of the Board generally without the knowledge and consent of its members as a whole.

Mr. Hewett in proposing his motion said he was not a member of the Board when the present Building Ordinance came into force, but he knew what arguments were put forward at the time certain officers were appointed to act for the Board under Section 30 of the Ordinance, and that the very serious question arose afterwards regarding the manner in which this very important branch of the work was carried out. He expressed dissatisfaction with the system, but the majority of the members did not agree with him and the matter was dropped. Since then there had been another case to strengthen him in his opinion that the proposal made over a year ago that prosecutions be conducted by the inspectors was not calculated to facilitate the work of the Board. On the 11th April a notice was sent to the Secretary of the Godown Co. calling upon him to have certain work done in the servants' quarters of three European houses belonging to the Co. He was a director of that Co. himself and therefore had a small interest in it, but that had nothing to do with this matter. Mr. Osborne put the notice into the hands of his European overseer, and to the best of his belief the work was carried out. Some time afterwards Mr. Osborne received a letter stating that the work had been done. Mr. Osborne wrote twice saying that the work had been properly carried out, and that he did not think it was the wish of the Board to do anything unnecessarily, and asking that the matter be brought to the notice of the Board. The only redress Mr. Osborne had was to appeal to the Council. He sent his overseer to look up the inspector of that district, who visited these houses with Mr. Cradock and pointed out the work required. It was carried out, and Mr. Osborne saw it and was satisfied that he had done everything he possibly could to meet the wishes of the Board. It was not until some time later, when he received a summons to appear at the Police Court, that he found the work had not been carried out. It was distinctly wrong that such important work should be relegated to subordinate officers of the Board which, in this case, resulted in the dismissal of the summons against the Godown Co. for they might find themselves in a false position and they might individually and collectively as members of the Board be held responsible for the acts of the servants of the Board. This case clearly proved that it was very wrong that this work should be put into the hands of the inspectors, and therefore to prevent the recurrence of such a thing he brought forward this motion. There were an enormous number of prosecutions constantly being taken against Chinese, and he thought, he had reason for fearing that similar mistakes or indiscretions were committed with regard to the Chinese of which they heard nothing. It was very evident that they must do everything they possibly could to see that the work under this section of the Ordinance was carried out without friction, more especially with regard to the lower class of Chinese. He would have preferred to have made the Secretary or Assistant Secretary responsible for the duties mentioned in his motion instead of the President or Vice-President. At any rate it was absolutely

imperative in order to secure the proper and satisfactory working of this thing that prosecutions should not be undertaken without the knowledge of and before the facts of the case had been gone into by one member of the Board.

Hon. Mr. POLLOCK seconded the motion. He thought it desirable that before any prosecution was instituted it should be approved by some member of the Board. The President would be the most suitable member for that purpose. There could be no doubt that the inspectors always endeavoured to do their best in the matter of these prosecutions, but unfortunately, as had happened in this case of the Godown Co., some mistake seemed to have been made. It would be more satisfactory in the future if prosecutions were not instituted without the sanction of the President or the Vice-President.

Mr. RAMJOHN had no hesitation in saying that the Godown Co. had been unnecessarily worried over a very trivial matter. It was clear that the Secretary of the Company did all he possibly could to satisfy the wishes of the inspector, and he should not have been allowed to push the matter to the extreme by bringing the case before the Magistrate, in view of the fact that in default of limewashing the satisfaction of the Board only can that prosecution be instituted. If the Godown Co. had been so much worried, managed by an Englishman who up to a few months ago was a member of the Board himself, what treatment could the ignorant Chinese expect to receive at the hands of the officers of the Department should he come in contact with them? It was fair to say that the management of the Department under Dr. Pearce had vastly improved, but there was still much room for great improvement. He was afraid of the time, demanded by Mr. Hewett's motion, of the President or Vice-President could not be spared because in dealing with applications for summonses inspection of the premises or such other matters would have to be made. He would propose as an amendment that no prosecutions be instituted by any officer deputed by the Board under section 30 of the Public Health and Buildings Ordinance, 1903, until the matter has been approved of by a committee consisting of the M. O. H. and two unofficial members of the Board.

Mr. LAU CHU PAK seconded. It was his policy, he said, to allow any of the sanitary inspectors to interpret the law in their own way and give them a free hand, which led them to believe that they were responsible only to one or two of their superior officers and to ignore others. Now when the new overcrowding law was being strictly enforced, there were sure to be every day a good many notices, both written and verbal, and if every visiting inspector was authorised to order some alterations to be made or something removed the people would not know whose instructions were correct and whose to obey. In justice to Dr. Pearce he must say that since he took over the office of M. O. H. he had done a great deal to remedy the evil, but as Mr. Ramjohn had pointed out there was still much room for improvement. Many instances had come to his knowledge which created confusion and would have resulted in unnecessary prosecutions if not checked in time. Members were perhaps aware that there were among the inspectors men who were very ignorant as to their duty and who seldom could descend to explain things to the Chinese, but simply jotted down a few almost illegible notes and strutted away leaving the Chinese to find it out. Mr. Lau Chu Pak proceeded to mention several cases illustrating the evil to which he referred.

THE PRESIDENT moved as an amendment to the proposed amendment that the present procedure remain as it is. The Board by resolution had deputed certain officers to perform certain duties. Amongst these officers the sanitary inspectors were deputed under the new Ordinance at the meeting of the Board on 19th February, 1903, to institute summary proceedings before a Magistrate under Section 30 when instructed in writing by the Medical Officer of Health the Sanitary Surveyor or the Colonial Veterinary Surgeon. At the following meeting the senior inspectors were similarly appointed. The procedure which was now in force with regard to illegality was that the district inspectors on their rounds were supposed to notice any contraventions of the sections of the Ordinance or of the bye-laws; such contraventions were reported by them to the senior inspector, and at the same time the district inspector issued a small notice on the tenant calling attention to the defect; the senior inspector's duty then was to verify this notice which had been sent by the district inspector; he then applied to the Secretary for a legal notice or letter which was issued by the Secretary and if the illegality was not remedied by that means the matter was reported to one of the M.O.H.'s, the Sanitary Surveyor or the C.V.S., as the case might be, who decided whether a prosecution should take place or not. In all doubtful cases the senior inspectors had been instructed by the M.O.H. to consult one of the M.O.H.'s before requisitioning the Secretary for either a legal notice or a letter. With reference to the case of the Godown Co. houses he regretted that he was not aware that such a prosecution was instituted, and if Dr. Barnett had consulted him in the matter he could easily have explained how it was that the work required to be done was not fully understood by Mr. Osborne. Dr. Barnett did not know that Mr. Osborne was formerly a member of the Board and had been away on leave in England for 12 months during which the Board had on the recommendation of the M.O.H. somewhat modified the requirements with reference to the domestic cleanliness and limewashing bye-laws—in other words, they insisted upon the under surfaces of

the roofs, staircases and verandahs, in the servants' quarters especially, being limewashed. Since it came to his knowledge that this prosecution had been heard by the Magistrate he had requested Dr. Pearce to visit the premises and report. Dr. Pearce said that the houses were not properly limewashed in July and August last year, when they should have been done. It was only just, he thought, to the officers concerned to go into the facts fully. Ultimately some limewashing was done in December, but not satisfactorily. Dr. Barnett could have ordered a prosecution for that, but for the fact that the next limewashing period, January and February, was so near at hand. No limewashing was done in January and February. A notice calling attention to the dirty condition of certain parts of the premises was sent to the owners in March. That was followed by two letters saying it was unsatisfactorily done. In addition to that Inspector Lyon twice visited the premises with Mr. Cradock, who was on one occasion accompanied by a constable, and pointed out how the limewashing bye-laws had not been complied with and that the under surface of the roof in the coolie quarters and the verandahs had not been touched. On the 25th of May Dr. Barnett visited the place for the second time and found the necessary work was not done. He explained to the constable that unless it was done they would be prosecuted. On 9th June Inspector Lyon reported that the work had not been done, and there was no other course left for Dr. Barnett but to order a prosecution, which he did. Unfortunately he prosecuted under Section 4, sub-section 26 of the Ordinance instead of for a breach of No. 5 of the Domestic Cleanliness and Ventilation Bye-laws, and for that reason, he took it, the Magistrate decided against the Board. He visited the premises on the 25th June and found the manner in which the limewashing had been done unsatisfactory. The Crown Solicitor had also visited the premises and he reported similarly. He regretted that a gentleman who had served on that Board should have been treated in this way, because he was sure a personal interview with Mr. Osborne would immediately have cleared a way out of the difficulty. He had written and told him exactly what he thought was the reason for the prosecution being instituted, and referred to the fact that during his absence certain conditions had been introduced in and were now insisted on with regard to limewashing which were not the custom in former years. Personally he thought the whole trouble had arisen between the overseer and the inspector. Many of the firms in Hongkong had difficulty in getting suitable men as overseers. The inspector told these men exactly what he wanted done. These overseers in many cases were unreliable. With reference to Mr. Hewett's resolution, he might mention that 1,258 prosecutions were instituted last year at the instance of the Board. If, as had been suggested, one officer should have to approve of these prosecutions it would entail amongst other things that he should ascertain that the person to be prosecuted was the actual offender. Personal visits would have to be made in many cases to verify the existence of contraventions; and practically he would have to perform the greater part of the duties of 18 sanitary inspectors and three Medical Officers of Health. On the face of it, he thought it was impracticable. As showing that the officers had been doing their utmost to improve matters, last year there were 770 prosecutions for dirty premises and failing to cleanse and limewash. Up to the 28th inst. the prosecutions had been only 94 against 355 in the corresponding six months of last year. This great diminution was due to the general cleansing of tenement houses by the people under supervision of the Board's Officers and showed that the Board's Officers had been doing their utmost to raise the standard of domestic cleanliness and had to a great extent succeeded and should at once dispel any illusion as to the Board's Officers prosecuting people indiscriminately or unjustly as had been insinuated. The explanation why Mr. Osborne's letter of 9th May was not answered was that the Assistant Secretary saw Mr. Osborne afterwards and understood from him that the work would be done, and so the letter was set aside in that belief. He and the M.O.H. would always be glad to receive complaints from members of the public, and full enquiries would be made and the filer at fault punished. This had been done in certain cases during the last few months. One inspector was fined and another was dismissed.

Hon. Mr. BROWN in seconding the President's amendment said that after the explanation they had heard there was nothing in the case to justify any alteration. If Europeans had any complaints against the action of subordinate officers of the Board they had their remedy in writing to the Board or the news papers, or approaching one of the members. The Chinese had their remedy in going to him or to Mr. O. H. or Mr. Lau or Mr. Fung. With these precautions he saw no reason why the inspectors should not be entrusted to carry on this work under the present rules.

In reply to Hon. Mr. Pollock, THE PRESIDENT said Mr. Osborne's letter of 9th May was not submitted to the Board because of the fact that the Assistant Secretary subsequently had the interview with Mr. Osborne and it was understood that the work was going to be done. The President's amendment was carried by the casting vote of the President. The voting was:—For the President's amendment—the President, the Vice-President, the Registrar-General, the Captain of Police and Colonel Webb; against—Mr. Hewett, Mr. Pollock, Mr. Lau Chu Pak, Mr. Fung Wa Chun and Mr. Ramjohn.

## A CONVENIENCE AT THE PEAK.

The reply of the Government to the Board's recommendation as to the erection of a latrine for coolies at the Peak near the tramway terminus was to the effect that it must stand over till the site of the new tram station had been fixed.

## CLOSING A WELL.

The M.O.H. recommended the closing of a well between 76 and 78A, First Street, on Inland Lot No. 629.

The PRESIDENT moved that the recommendation be approved.

Mr. HEWETT seconded and the motion was agreed to.

## LIMEWASHING.

The limewashing return for the past fortnight showed that 3,128 houses in the Central District and 1,392 in the Western had been dealt with.

## RATS.

During the two weeks ended 27th ult. 1,055 rats were caught. Of these 82 were infected with plague.

## APPLICATIONS.

Several applications for exemptions, etc., were disposed of, among them being one by Mr. E. H. Sharp, K.C., under Section 139 of the Public Health and Buildings Ordinance, 1903, for a permit to erect and maintain a screen on the verandah of No. 18, Bank Buildings.

## POLICE COURT.

Thursday, 30th June.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

## 48 HOURS' NOTICE.

Brothel keepers residing at First Street, Lau In Lane, Queen's Road West and Circular Pathway, received 48 hours' notice to quit the respective houses.

## SILVERSMITH ON STRIKE.

A silversmith was charged with assaulting another man. Mr. Bonnar, solicitor, of Messrs. Denry & Bowley, appeared for the prosecution. There had been a strike amongst the silversmiths at the Mok Foo establishment, Queen's Road Central and Mr. Mok Foo employed some men from Macao to take the strikers' places. On the evening of the 22nd inst., as one of the new arrivals was walking by the Tai Ping Theatre with his master, the defendant and another man assaulted the "blackie".

Mr. GomPERTZ fined the defendant \$25 and bound him over in the sum of \$50 to keep the peace for three months.

## FORGERY.

On the 7th ult. a man and a woman, presumably husband and wife, were fined \$90 and \$45 respectively for having illicit opium, and, at the same time, they were committed to take their trial at the Criminal Sessions to answer a charge of forging the Opium Farmer's label. The case, however, was yesterday sent back to the Police Court to have the charges amended. The words "false trade description" were substituted for the words "false trade mark" the Opium Farmer's label not being a registered trade mark. Mr. GomPERTZ told the defendants they could either be again committed for trial at the Sessions, or by deal with by him; and the defendants chose the latter course. They were sentenced to six months' imprisonment each.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

## A CHARGE OF EMBEZZLEMENT.

A young Chinaman, 22 years of age, was charged by a Japanese firm with embezzling \$1,375.50. Mr. P. W. Golding, solicitor, of Mr. John Hastings's office, appeared for the prosecution. The case was remanded, bail being refused.

## GAMBLING.

Twenty-one Chinamen were charged with gambling at No. 19, Station Street, Yau-mai. The house was raided and the men were caught in the act. The first defendant, keeper of the house, was fined \$75 or three months' imprisonment; the second defendant, an assistant, was fined \$25 or six weeks' imprisonment; two other defendants, old offenders, were fined \$10 or three weeks' imprisonment, and the rest were fined \$3 each or ten days' imprisonment.

## RETURNING FROM BANISHMENT.

A man was arrested for stealing five pieces of clothing and an umbrella. On arriving at the Police Station he was recognised as a man who had been banished.

The prisoner was sentenced to two months' imprisonment for the larceny, and 12 months' imprisonment and six hours' stocks for returning from banishment.

## ALLEGED BRIBE.

Lai San, a sergeant interpreter, was charged on remand with having accepted a bribe. Chief Detective Hanson prosecuted and Mr. Otto Kong Sing, solicitor, appeared for the defence.

The story of the prosecution was that a coffee house keeper, at No. 48, Temple Street, Yau-mai, after considerable difficulty secured a licence. She was then told by the defendant that the licence had been granted to her through his influence, and he expected a present. After he had gone the woman wrapped \$2 in a piece of red paper and sent it to the defendant by one Kok Ping Kai. The defendant, however, said that the money was not enough, and if the woman did not look out her licence would be taken back. The woman thereupon sold some goods and sent the defendant \$10.

The defendant was committed to take his trial at the next Criminal Sessions.

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—Hongkong, 10th March, 1904.

## NAVAL NOTES.

## LOCAL MOVEMENTS.

The French cruiser *Pas cal* left for Shanghai yesterday, and the German gunboat *Tiger* arrived from Singapore.

## A SALE STOPPED.

The Chilean Minister at Washington (Lafan reports) says that the arrangement for selling the cruisers *Esmeralda* and *Charabue* to Mr. C. R. Flint, has been suspended, because Mr. Flint's agent declines to give the name of the country to which the warships are to be handed over.

## GERMANY'S CHINA SQUADRON.

The *Deutscher Allgemeine Zeitung* complains of the insufficiency of Germany's naval strength in the Far East. Of the vessels on the station the *First Bismarck* would be good if her speed were greater; the *Hansa* and *Hertha* do not meet modern requirements, and, if at home, would not be in the fighting line; the *Thetis* is the only small cruiser of value; the others might do very well to show the German flag on the coast of Africa or in the South Sea, but they would count for nothing in a naval battle, and the same must be said of the gunboats. This practically reduces Germany's real naval power in the Far East to one large but slow armoured cruiser and one small modern protected cruiser.

## H. M. S. "WIDGON."

A recent addition to the British Navy is the shallow draft river gunboat *Widgon*, which is being completed on the Thames by Messrs. Yarrow and Company, of Poplar. She is a steel twin-screw vessel, 160 ft. long, by 24 ft. 6 in. beam, and 6 ft. deep, and is constructed in floatable sections, capable of being bolted together while in the water. The machinery is protected by bullet-proof chrome steel armour, and on the upper deck is an armoured battery 78 ft. long built of hard steel plates. There is also an armoured conning-tower forward. The armament of the vessel consists of two 6-pounder quickfiring guns mounted fore and aft, and four 203 Maxims. The *Widgon* is fitted with compound engines, supplied with steam by water-tube boilers of the Yarrow straight tube type. On her trials the *Widgon* attained a speed of slightly over 11 knots during a six hours' run, and over 13 knots on a two hours' run, at a draft of only 2 ft. 8 in., fully laden.

## SHIPPING NOTES.

## STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of Japan* arrived at Nagasaki at 8.30 a.m. on Thursday, the 30th June, and left again at 5 p.m. same day for Shanghai, where she is due to arrive at 6 a.m. on Saturday, the 2nd July.

The C.P.R. steamer *Empress of India* arrived at Kobe at 4.30 a.m. on Wednesday, the 29th June, and left again at noon same day for Yokohama, where she was due to arrive at noon on Thursday, the 30th June.

The silk ex C.P.R. steamer *Empress of China*, which left Hongkong on the 1st June and Yokohama on the 10th June, arrived in New York on the 28th June, thus making a transit of 27 days from Hongkong and 18 days from Yokohama.

The C.C. steamer *Lathian* arrived at Salina Cruz on the 28th June.

The Boston Steamship Co.'s steamer *Shawmut* arrived at Victoria (B.C.) on the 28th June.

## WEATHER AT SEA.

The P. & O. *Chusan* and the *St. Leonards*, from Singapore yesterday, experienced fine weather.

The *Loong Sang* arrived from Manila yesterday. She reports that the weather during the passage had an unsettled appearance. The wind was strong from the S.W.

The *Zafiro* reports strong S.W. winds and rain. The *Wooning* from Shanghai reports that on the 26th ult. she experienced a strong gale necessitating her taking refuge in Hwanghae Basin, where she anchored. On the voyage she passed the British steamer *Kana*, and the captain of that vessel asked to be reported.

The *ss. Pirany* arrived from Bangkok yesterday. She experienced strong monsoon and heavy sea on the voyage.

The *ss. An Pha*, from Saigon yesterday, reports modern to fresh monsoon with corresponding sea to Gap Rock, thence to port moderate to strong N.W. winds and thick weather. The *Hu Sang* from Saigon reports fine to Padarn, thence to port fresh breeze and heavy rain squalls.

The *Hailong*, from Amoy, reports strong winds and heavy sea; frequent rain squalls.

AS OCEAN RECORD-BREAKER. The longest ship in the world has been ordered by the Hamburg-American company. The new monster, of 35,000 tons, is to stretch 715 feet from bow to stern. If you should start at one end and walk along the hull to the other, and so back to your starting point, you would have travelled between a quarter and a third of a mile. We have only 285 feet more to go to make the thousand-foot ship. The German marine colossus will bring with it one innovation that will be welcomed by a large part of the travelling public. It will have a restaurant, and tickets will read "with food" or "without food." In other words, it will be like a European-pan-hotel, while all previous transatlantic steamers have been run on the American plan. Some passengers will like this because they enjoy the privilege of ordering what they choose and others because while they are at sea they have no occasion to eat anything at all.

WARSHIPS AND MERCHANTMEN. In January, 1901, and in March, 1904, the Board of Trade drew the attention of the Mercantile Marine Service Association to complaints which they had received from the Admiralty commanding His Majesty's Fleets in the Mediterranean that signals made from the warships to

passing merchant steamers had remained unanswered by the merchantmen. The association pointed out that vessels of the Royal Navy were so frequently signalling to each other that officers of merchant vessels would hardly be likely to direct their attention to such signals unless their notice was specially drawn to them in some manner. It was suggested that as a means to this end warships desiring to communicate should first hoist the red ensign to attract the attention of the merchantmen, and further, that the Board of Trade should issue a circular drawing attention to the necessity of masters of vessels noticing the signals of warships and answering them. The Board of Trade have now adopted the suggestion of the association and the following official circular has just been issued:— "Several instances being reported recently in which merchant vessels have omitted to answer signals made to them by His Majesty's ships, the Board of Trade desire to call the attention of masters to the importance to merchant vessels of answering signals made by warships and of practising communication with warships. Masters are reminded that when the code pennant is hoisted on a warship under the ensign it means that the warship wishes to communicate with a merchant vessel.—Walter J. Howell, Assistant Secretary, Marine Department, Board of Trade, May, 1904." It may be noted that the ensign referred to is probably the St. George's of His Majesty's Fleet, and not the red ensign of the merchant service.

## CANNIBALS IN THE PACIFIC.

Captain Hessel, an experienced Norwegian seaman, reached Christiania, after some terrible experiences in the Pacific. He commanded an American ship, the *Benjamin Seashell*, and in October last the vessel was wrecked. The crew of 23 men and the officers in two boats were drifting about for several days without food or water, and finally in a storm at night the two boats lost touch with each other. After heroic struggles and much privation, the captain's boat, under his hand, and he at once sent out a vessel in search of the missing men. The rescuers reached an island called Botol Tabago, inhabited by naked savages, who declared that all the crew were dead. The island, however, was fortunately explored, and the party hearing a call for help, found a Russian sailor named Reinwald, one of the missing. He was carefully hidden under a mass of leaves in a ditch, and when he was taken out it was found that he was covered with wounds, in which had been placed thousands of tiny white ants with the view of torturing him to death. He was a most insane sufferer after he had undergone. Later on a second sailor, named Salis, was found. He had been bound and left on a rock exposed to the boiling sun for seven days without food or drink. He still lived, but was hopelessly insane. Reinwald, after he had recovered, told the rescue party that when the boat first reached the island it was attacked by a hundred naked savages armed with long spears. The exhausted sailors defended themselves as well as they could, but most of them were killed. Only the two men who were found appeared to have survived, the remainder being so far as Reinwald could gather, eaten by their captors. With the sailors when they reached the island was the Japanese wife of one of them. No trace of her could be found, and her fate remains unknown. Botol Tabago-Sima is a small island in the China Sea, S.E. of Formosa.

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Abbey's Salt is a pleasant, cooling, invigorating, effervescent tonic laxative; it regulates the action of the stomach, liver, bowels and the system generally, it aids digestion, promotes excretion, purifies the blood and clears the complexion.

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THE EASTERN EXTENSION AUSTRIA-  
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COMPANY, LIMITED.

REFERRING to the notice of 24th March last, the senders of telegrams are hereby advised that from the 1st July next, the charges for Telegrams will continue to be collected at the rate of FORTY-FIVE CENTS to equal One Franc, such rate being subject to revision after three months.

J. M. BECK,

Superintendent.

Hongkong, 22nd June, 1904.

## A. S. WATSON &amp; CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Managers of A. S. Watson & Co., Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application. The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$800,000, divided into 80,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the present premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS &amp; SON,

General Managers.

Hongkong, 22nd June, 1904.

## THE INDIA-CHINA STEAM NAVIGATION COMPANY, LIMITED.

APPLICATION has been made to the General Managers of this Company to issue to the Russo-Chinese Bank of Hongkong duplicate certificates for Two Hundred Shares in the above Company or other certificates in lieu thereof upon the statement that the original certificates, viz:—

Scrip No. 69 Nos. 17826/17850 ..... 25 Shares

in the name of George Hutton

Potts.

Scrip No. 379 Nos. 36380/36429 ..... 50 Shares

in the name of Catchick Paul

Chater.

Scrip No. 389 Nos. 36430/36479 ..... 50 Shares

in the name of Catchick Paul

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Scrip No. 559 Nos. 44759/44783 ..... 25 Shares

in the name of George Hutton

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Scrip No. 573 Nos. 541/5475 ..... 50 Shares

in the name of Solomon Sassoon

Benjamin.

have been lost or destroyed. Notice is hereby given that if within thirty days from the First June instant, no claim or representation in respect of such original certificates is made to the General Managers they will then proceed to deal with such application for duplicates.

JARDINE, MATTHEW &amp; CO.,

General Managers.

Hongkong, 10th June, 1904.

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Hongkong, 1st June, 1904.

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Hongkong, 22nd December, 1902.

PARLIAMENT AND THE  
FAR EAST.

THE P. AND O. CONTRACT.

In the House of Commons on May 31st Mr. H. C. RICHARDS asked the Postmaster-General if he was about to renew the contract with the Peninsular and Oriental Steamship Company for another three years; and, if so, whether he would consider the report and recommendations of the Committee appointed by this House as to mail steamship and other subsidies, and when he would afford to the House an opportunity of discussing the terms of the proposed extended contract and of cancelling or amending the same.

Lord STANLEY: I have arranged with the Peninsular and Oriental Steamship Company for a renewal of their contract for three years, on terms given in my reply to a question on 17th inst. The opinions given by the Committee on steamship subsidies, who, of course, come under my notice; but the present question is merely one of extending an existing arrangement in all its details save speed and subsidy. Any variation of terms arising out of the opinions expressed by the Select Committee will fall to be dealt with under whatever contract may be made on the basis of tenders for which invitations are to be issued. An opportunity for discussion of the short extension now arranged will occur on the Post Office Estimates.

## CHINESE LABOUR.

Mr. WHITLEY asked the estimated cost of the offices and other necessary buildings, including the docks, which were, under the agreement with the Chinese Government, to be fitted up by the British Government for the purpose of carrying on the business of the engagement and shipment of Chinese coolies for the Transvaal gold mines; on what vote would the money be charged, and would a supplementary estimate be introduced for the purpose.

Mr. LYTTELTON: I am not in a position to state the estimated cost. The British Government is responsible to the Chinese Government, under the Convention, on behalf of the Transvaal or any other Colonial Government which may desire to import indentured Chinese labour; but the charges will be borne in each case by the Colonial Government concerned; in this case by the Government of the Transvaal.

## THIBETAN EXPEDITION.

In reply to Mr. H. Roberts, Mr. BRODRICK said: It is not intended to depart in any way from the policy laid down in the telegram of Nov. 6. The Government of India have taken steps to send forward such reinforcements as they consider necessary for the safety of the mission. The total estimated cost of the mission to March 31 was £308,500. The monthly cost is estimated at a little over £50,000 from the beginning of April.

## AMOK ON A STEAMER.

TWO MEN KILLED, THREE INJURED.

A thrilling experience befell the crew and passengers of the steamship *Sunatra* on her last trip from Singapore to Medan, when a Javanese ran amok, killed a Hindu and wounded several Chinamen, with the result that he had to be shot by Captain Winne. The *Sunatra* left Singapore on the 12th with some fifty deck passengers.

Shortly after dusk that day the passengers were startled by the cry of "Amok," and a Javanese was seen brandishing an axe in one hand and a knife in the other. The passengers ran to seek safety from the amok, who was plainly "seeing red," but he caught a Hindu, a glazier in Medan, and with a single stroke opened a fearful gash in the poor man's throat. The blood poured from the wound, and it was evident from the first that the case was hopeless.

Meanwhile the amok pursuing his mad career backed a Chinaman on the shoulder with his axe, cutting the arm to the bone. Another Chinese passenger was struck on the back and two big wounds were made with the axe.

Just at that moment the chief engineer, Mr. G. Meyer, came out of his room and was in great danger for a moment, but he managed to dodge the maniac. The chief officer, Mr. van Reenen, appeared on the scene with a revolver and after calling upon the Javanese to surrender fired, but failed to hit the man. The second engineer was attacked by the amok, but not seriously hurt.

Panic prevailed among the passengers, who scurried hither and thither seeking safety. When the chief steward, Mr. H. Stayer, brought out a small Florent rifle, the Javanese made a dash at him and smashed the gun with the axe. At last the captain brought out his Winchester and ordered the Javanese to throw down his weapons. The amok, instead of complying hid himself behind an iron cage. Again he was called upon to give up his axe and knife, which were dripping with blood, but he suddenly rushed out with a big handspike and dashed towards Captain Winne.

The captain immediately fired and the shot took effect in the groin. "It was pitch dark at the time and nobody could tell how the Javanese had fared because he went back to his position behind the cage."

It was determined then to secure him by strategy, and the chief officer with a handspike went to the rear while the captain waited in front. Just as the chief officer reached the place the amok darted at him, whereupon Captain Winne fired and the madman dropped. He died about 11 o'clock at night.

The Hindu, who was the first attacked, died half an hour after receiving the blow. Three Chinamen had to be treated for their wounds, and others had bruises.

While it lasted there was a "perfect reign of terror" among the passengers, who were fully convinced that their last hour had come, and indeed it was only the timely action of the captain and his officers that prevented a general massacre. The matter was reported to the police at Medan.—*Straits Times*.

## THE SUEZ CANAL.

The annual return of the navigation through the Suez Canal for 1903 has been published as a Parliamentary paper. The net tonnage for the year shows an increase of 658,875 tons as compared with that of 1902, and of 1,083,448 tons as compared with that of 1901. Notwithstanding the reduction of 50 centimes in the tonnage dues from the beginning of the year the transit receipts in 1903 amounted to 103,620,284, being a decrease of only 99,752, as compared with those of 1902, which, however, were higher than in any previous year since the opening of the Canal. The increase in the traffic during 1903 is attributed more especially to the numerous consignments of manufactured goods and supplies for the Far East; the quantity of coal during the last few months of the year being about 200,000 tons more than during the same period of 1902. The shipments of wheat from India to ports in the United Kingdom were also considerably greater last year, amounting to 860,000 tons as compared with 449,000 tons in 1902. The number of vessels which passed through the Canal was 3,689 in 1901, 3,708 in 1902, and 3,761 in 1903, of which 2,075 in 1901, 2,165 in 1902, and 2,278 in 1903 carried the British flag. There was an increase last year as compared with 1902 in the tonnage of British vessels, which amounted to 6,252,819 tons in 1901, 6,778,911 tons in 1902, and 7,463,558 tons in 1903. During the same period the tonnage of German vessels has fluctuated from 1,762,624 in 1901, to 1,797,322 tons in 1902 and 1,773,245 tons in 1903. The percentage of British vessels and their net tonnage increased in 1903, being 60.6 and 62.2 respectively, as against 58.4 and 60.2 in 1902 and 56.1 and 57.8 in 1901. The percentage of German vessels and their net tonnage was 13.1 and 14.9 respectively, as compared with 12.9 and 15.2 in 1902 and 13.8 and 16.3 in 1901, while the percentage of net tonnage of the other maritime nations using the Canal in 1903 remained practically stationary as compared with the preceding year.

A CHINESE CHURCH FOR  
SINGAPORE.

The foundation stone of a new Presbyterian church for Hoken Chinese was laid at Singapore on the 21st ult. The Governor performing the ceremony. Of the \$13,000 or \$14,000 required for the building about two-thirds had been collected. Non-Christian Chinese had given dollar for dollar with the congregation.

## THE SLAVE'S REVENGE.

"The stomach," says Souvestre, "is a slave which is obliged to accept of everything imposed upon it; but in all averages its wrongs with the stiness and cruelty of a slave." The eminent French author has happily expressed an important physical fact. There is something unique and pitiable about the position of the stomach in the human body. Upon no other organ except the lungs can you impose anything from the outside world. The lungs need pure fresh air only, and air in some form is the only thing they ever receive. On the other hand, the stomach is a general receptacle, shall be put into it, when, where, and how much. A man can throw into it anything that can be swallowed—any variety of food, any sort of drink, any amount of both, up to the bag's elastic capacity; and, if he wants to, he can put a layer of pebbles on top, and finish off with prussic acid.

The point is, as Mr. Souvestre says, that this most important of all our organs is our slave. It cannot resist, it cannot call the police, it has no recourse to the law; it just takes what comes, and abides its time. But how to take care of the health, how to prevent the outbreak of ailments, is a problem much more complex than it seems to be. Nevertheless, when the enslaved and outraged stomach turns against its owner, with the scourge called dyspepsia, it must not be assumed, offhand, that the owner really intended to drive his servant to desperation.

Mr. A. Vorlund, of Dan Street, Burgersdorp, Transvaal, sent a letter on April 4th, 1904, this very year, reminding the agents at Port Elizabeth, for Mother Seigel's remedies, telling briefly the story of his sufferings; of how he really expected death, of how his stomach had tyrannized over him, how it affected his kidneys, and how he was finally cured. He says:—"For eleven years I suffered from kidney trouble which afterwards affected my liver, and I can safely say there was not a sound place in the whole of my system."

"I always had a great deal of trouble in passing anything from the stomach and also urinary trouble. I began to lose appetite. At nights I could only lay awake and wish for morning to arrive, and when it did arrive there was no relief. I became so weak that my legs could not bear the weight of my body, and in fact my condition became very serious. Doctors were called in, but I became no better, so I prepared myself for the worst. Hearing of Mother Seigel's Syrup I made up my mind that it would be the last remedy I would try, and after using five bottles of the Syrup my condition began to improve wonderfully, and I do not believe there is any person quite as grateful as Yours faithfully, A. VORLUND."

That is the news from Johannesburg. But now you shall hear from Johannesburg. On the 29th of March, 1904 (this very year, again, remember), E. Peterson, who lives at Lowndes End, Main Street, Johannesburg, wrote a letter to the agents for Mother Seigel's remedies describing his own case. He, too, was a slave of the outraged stomach. He says:—"For three years I suffered greatly from biliousness and indigestion. When I sat down to table I could eat hardly anything. Attacks of vomiting made me quite weak, and I was surprised at the change it effected in my condition. On rising in the morning I was seized with dizziness and had on several occasions to go back to bed again. I tried various remedies but remained in quite the same condition. While at Cape Town, during the war, I heard of the wonderful qualities of Mother Seigel's Syrup, and I decided to give it a trial. After the first bottle the dizziness and bilious feeling left me, and I continued using the Syrup until I felt completely cured."

It is better never to be sick, but when we do fall ill it is a great fact that a cure is at hand in the form of Mother Seigel's Syrup, which soothes the stomach and transforms it once more into a willing and faithful servant—not a rebellious slave.

JAPAN  
MITSUI BUSSAN KAISHA  
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S. MINAMI, Manager, Hongkong.

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EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Oishi, Shinano, Namatsuta and Kami-Yamada Collieries and also Hojo Colliery, which will be ready to produce on a large scale the best Buzon Coal from 1905.

Sole Agents for Kigio, Komatsu (Tagawa) and Matsushima Coals.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1903 by the Company amounted to 1,210,000 tons.

TAKASHIMA COAL.  
New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, 30th April, 1904.

## FOR SALE

FOR SALE.

ONE ICE-MAKING MACHINE with  
GAS ENGINE complete.

For full particulars, apply to  
HUGHES & HOUGH,  
8, Des Vaux Road.

Hongkong, 27th June, 1904.

## FOR SALE.

TEAKWOOD STEAM LAUNCH in Good  
Working Order and condition.

Length 36 feet.  
Breadth 7 feet.  
Depth 3 feet 6 inches.  
Engines, Compound Outboard Condensing.

Price \$3,250.

Apply to—

Care of Daily Press Office.

Hongkong, 31st May, 1904.

## TO PHILATELISTS.

FOR SALE, a large variety of Chinese, all  
issues, Chinese Locals, Shanghai, Hong-  
kong, Indian Native States, Borneo, &c., &c.,  
including many of the old and rare issues.  
Selections sent on approval. Prices extremely  
low. Apply—

Care of Daily Press Office.

Hongkong, 14th June, 1904.

## FOR SALE.

NOS. 1, 2 or 3, STEWART TERRACE,  
THE PEAK.

Apply to—  
THE HONGKONG LAND INVEST-  
MENT AND AGENCY CO., LD.

Hongkong, 21st May, 1904.

## FOR SALE.

KRUGER COINS, Gold, Silver and  
Copper, mounted and unmounted, at  
very reasonable prices.

Also real Rhinoceros Hide Sticks from \$8.00  
to \$20.00.

Sold at  
OHFONG SHING, Jeweller,  
No. 39, Queen's Road Central.

Hongkong, 20th June, 1904.

## FOR SALE.

STEAM Launch "PERSEVERANCE"  
Length, 100 feet; Beam, 18 feet; Depth,  
9 feet; Speed, 10 miles per hour. In first-class  
working order.

Apply to—  
WANG HOP COMPANY,  
No. 82 (1st Floor), Des Vaux Road Central.

Hongkong, 29th June, 1904.

MAIL TABLES  
FOR  
1904.

Mounted on Card ... 30 cents  
Paper ... 20 cents

On Sale at the Daily Press Office,  
Hongkong 5th March, 1904.

MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.  
A.I. A.B.C., Ecclesiastical and Engineering Codes  
Used.

DOCK No. 1 (at TATEGAMI).  
Extreme Length ... 324 feet.  
Length on Blocks ... 513  
Width of Entrance on Top ... 89  
Width of Entrance on Bottom ... 77  
Water on Blocks at Spring Tide ... 26 1/2



## SHIPPING.

**ARRIVALS.**  
 June 29, PROGRESS, German str., 682, F. Bremer, Swatow 25th June, General.  
 June 29, ZAFIRO, British str., 1611, Rodgers, Macao 27th June, General.—SHEWAN TOMES & CO.  
 June 30, AN PHO, British str., 966, John Kynock, Saigon 26th June, Rice.  
 June 30, AUSTRALIAN, British str., 2870, W. G. McArthur, Kobe 24th July, General.—GIBB, LIVINGSTON & CO.  
 June 30, CANTON, British str., 2152, A. Thompson, Bombay 15th June, General.—P. & O. S. N. Co.  
 June 30, HILLOCK, British str., 783, Gibson, Amoy 28th June, General.—DOUGLAS LARPAK & CO.  
 June 30, HISSANG, British str., 1424, H. E. Sawyer, Saigon 26th June, Rice.—JARDINE, MATHESON & CO.  
 June 30, LOONGSANG, British str., 1692, Weigall, Manila 27th June, General.—JARDINE, MATHESON & CO.  
 June 30, PHILANANG, German str., 1021, F. v. Mangelsdorff, Bangkok 18th June, Rice.—BUTTERFIELD & SWIRE.  
 June 30, SAINT LEONARD, British str., 2763, C. J. Shing, Cardiff 27th April, Coal.—DOUGLAS LARPAK & CO.  
 June 30, TIGER, German gunboat, von Weiss, from Macao.  
 June 30, TYR, Norwegian str., from Canton.  
 June 30, WATWATER, British str., 1844, Wm. Watt, Cardiff 13th April, Coal.—DOUGLAS LARPAK & CO.  
 June 30, WOOSUNG, British str., 1169, Dawson, Shanghai 24th June, General.—BUTTERFIELD & SWIRE.

## CLEARANCES.

At the Harbour Master's Office.  
 30th June.  
 Canton, British str., for Swatow.  
 Myndos, British str., for Yokohama.  
 Progress, German str., for Hongkong.

## DEPARTURES.

30th June.  
 CHATEAUBEAUX, French str., for Swatow.  
 DECHER, French gunboat, for Shanghai.  
 JAVELINE, French torpedo boat, for Swatow.  
 MOUSQUET, French torpedo boat, for Shanghai.  
 PASCAL, French cruiser, for Shanghai.  
 CHOYANG, British str., for Kintai.  
 CHUNANG, British str., for Calcutta.  
 PETARCH, German str., for Saigon.  
 SOOTRA, British str., for Shanghai.  
 TYR, Norwegian str., for Hongkong.

## VESSELS IN DOCK.

30th June.  
 —ABERDEEN DOCKS—  
 KOWLOON DOCKS.—U. S. S. Pathfinder.  
 U.S.S. General Albatross, H.M.S. Southampton, H.M.S. Charybdis, H.M.S. Challenger, H.M.S. Thetis.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
 FOR SWATOW, AMOY AND FOCHOW.  
 THE Company's Steamship.

"HAITAN."  
 Captain Reid, will be despatched for the above route TO-DAY, the 1st July, at Noon.  
 For Freight or Passage, apply to  
 DOUGLAS LARPAK & CO.,  
 General Managers.  
 Hongkong, 29th June, 1904. [1599]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.  
 STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONSTITUTIONAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship  
 "BENGAL."  
 Captain G. Phillips, carrying His Majesty's Mail, will be despatched from this Port for Bombay, etc., on SATURDAY, the 2nd JULY, at NOON, taking passengers and cargo for the above ports.  
 Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed from Bombay by the R.M.S. "Oriental," due in London on the 15th August.  
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
 For further particulars, apply to  
 E. A. HEWETT,  
 Superintendent.  
 Hongkong, 20th June, 1904. [1598]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
 FOR SYDNEY AND MELBOURNE.  
 Calling at Port Darwin and Queensland Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship  
 "AUSTRALIAN."  
 Captain W. G. McArthur, will be despatched for the above ports on SUNDAY, the 3rd JULY, at DAYLIGHT.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents.  
 Hongkong, 28th June, 1904. [1480]

## NOT RESPONSIBLE FOR DEBTS

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.  
 ECLIPSE, British 4-m. barque, J. McBryde—Standard Oil Co.  
 LINDORST, British 4-m. barque, Parnell—Standard Oil Co.  
 KENTMERE, British Ship, T. E. Burch—Standard Oil Co.  
 NARA, British Ship, J. M. Williamson—Shewan, Tomes & Co.

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	BENGAL	Brit. str.	G. Phillips	P. & O. S. N. Co.	To-morrow, Noon.
LONDON, AMSTERDAM & ANTWERP	YANGTZE	Brit. str.	H. E. Kitchin	P. & O. S. N. Co.	5th inst.
LONDON, AMSTERDAM & ANTWERP	CANDIA	Brit. str.	H. E. Kitchin	P. & O. S. N. Co.	About 6th inst.
LONDON, AMSTERDAM & ANTWERP	KANTUCK	Brit. str.	H. E. Kitchin	P. & O. S. N. Co.	10th inst.
LONDON, AMSTERDAM & ANTWERP	SARDINIA	Brit. str.	H. E. Kitchin	P. & O. S. N. Co.	About 21st inst.
LONDON, AMSTERDAM & ANTWERP	KEEMUN	Brit. str.	H. E. Kitchin	P. & O. S. N. Co.	2nd Aug.
LONDON, AMSTERDAM & ANTWERP	MOYUNE	Brit. str.	H. E. Kitchin	P. & O. S. N. Co.	16th Aug.
LONDON, AMSTERDAM & ANTWERP	P. MARIE	Dan. str.	Benjamin	MELCHERS & CO.	12th inst. at 1 P.M.
LONDON, AMSTERDAM & ANTWERP	YARRA	Frn. str.	H. Seller	MELCHERS & CO.	About 13th inst.
LONDON, AMSTERDAM & ANTWERP	BENARTY	Brit. str.	Sarcel	GIBB, LIVINGSTON & CO.	6th inst. at Noon.
LONDON, AMSTERDAM & ANTWERP	SEYDLITZ	Ger. str.	Dawers	MELCHERS & CO.	6th inst.
LONDON, AMSTERDAM & ANTWERP	NUENBERG	Ger. str.	von Jabs	MELCHERS & CO.	26th inst.
LONDON, AMSTERDAM & ANTWERP	C. FERD LAEISZ	Ger. str.	Kaplan	MELCHERS & CO.	10th Aug.
LONDON, AMSTERDAM & ANTWERP	BADENIA	Ger. str.	Milchall	MELCHERS & CO.	25th Aug.
LONDON, AMSTERDAM & ANTWERP	HAMBURG	Ger. str.	Schmidt	MELCHERS & CO.	5th Sep.
LONDON, AMSTERDAM & ANTWERP	ANDALUSIA	Ans. str.	Craginotto	MELCHERS & CO.	21st inst. P.M.
TRIESTE, &c. VIA SINGAPORE, &c.	DIONE	Brit. str.	H. Seller	BUTTERFIELD & SWIRE	15th inst.
GENOA, MARSEILLES & LIVERPOOL	SARDEGNA	Brit. str.	H. Seller	BUTTERFIELD & SWIRE	20th Aug.
GENOA, MARSEILLES & LIVERPOOL	SCHUYLKILL	Brit. str.	H. Seller	BUTTERFIELD & SWIRE	10th inst.
NEW YORK VIA SUEZ CANAL	R. CASTLE	Brit. str.	H. Seller	BUTTERFIELD & SWIRE	About 5th inst.
VANCOUVER, VIA SHANGHAI, &c.	E. OF JAPAN	Brit. str.	H. Seller	BUTTERFIELD & SWIRE	20th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	LYRA	Brit. str.	G. V. Williams	BUTTERFIELD & SWIRE	9th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	OSAKA	Brit. str.	G. V. Williams	BUTTERFIELD & SWIRE	14th inst.
PORTLAND, OREGON	NICOMEDIA	Brit. str.	Wagner	BUTTERFIELD & SWIRE	16th inst.
AUSTRALIAN PORTS	ATHEANIAN	Brit. str.	W. G. McArthur	BUTTERFIELD & SWIRE	3rd inst. D light.
AUSTRALIAN PORTS	CHINGTOW	Brit. str.	H. A. Haraldrsen	BUTTERFIELD & SWIRE	29th inst. 4 P.M.
AUSTRALIAN PORTS	ANGWA MARU	Brit. str.	H. A. Haraldrsen	BUTTERFIELD & SWIRE	About 10th inst.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	BOENNO	Brit. str.	G. W. Gordon	BUTTERFIELD & SWIRE	18th inst.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	TAIYUAN	Brit. str.	G. W. Gordon	BUTTERFIELD & SWIRE	13th inst.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	CHUSAN	Brit. str.	W. D. Palmer	BUTTERFIELD & SWIRE	P. & O. S. N. Co.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	WOOSUNG	Brit. str.	W. D. Palmer	BUTTERFIELD & SWIRE	7th inst.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	CHONGCHOW	Brit. str.	W. D. Palmer	BUTTERFIELD & SWIRE	8th inst.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	6th inst. 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	FRITHOF	Jap. str.	H. A. Haraldrsen	OSAKA SHOSHEN KAISHA	3rd inst. 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	M. STRUVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	10th inst. 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	TRITOS	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	13th inst. 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	HATTAN	Brit. str.	Roch	DOUGLAS LARPAK & CO.	To-day, at Noon.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	HAUHLONG	Brit. str.	Gibson	DOUGLAS LARPAK & CO.	To-morrow, 2 P.M.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	CHILH	Brit. str.	Gibson	BUTTERFIELD & SWIRE	8th inst.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	To-morrow, 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	RUDE	Brit. str.	R. W. Almond	BUTTERFIELD & SWIRE	6th inst.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	SHAWMUT	Brit. str.	W. M. Smith	DOUGLAS LARPAK & CO.	About 12th Aug.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	NANKIN	Brit. str.	H. W. Kenrick	P. & O. S. N. Co.	About 7th inst.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	ISCHI	Ital. str.	Maganzini	CARLOWITZ & CO.	11th inst. at Noon.

## "BEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship  
 "BENARTY."  
 Captain Sarcel, will be despatched as above on or about MONDAY, the 13th July.  
 For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents.  
 Hongkong, 25th June, 1904. [1575]

## HONGKONG-MACAO LINE.

S.S. "WING CHAI."  
 Captain Samuel Bell Smith.  
 DEPARTURES from Hongkong on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 A.M.  
 FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.  
 2nd Class \$1. 3rd Class 50 cents.  
 On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.  
 Wharf at the Western end of Wing Lok Street.  
 The Steamer runs an Excursion Trip Every Sunday, and takes only 2 hours to reach Macao.  
 MING ON & CO.,  
 2nd Floor, 16, Victoria Street.  
 Hongkong 8th September, 1903.

## HONGKONG-CANTON LINE.

THE British steamship  
 "YING KING."  
 Capt. Wm. Robinson, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line, and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.  
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M., and returning from Canton every following evening at 5 P.M.  
 1st Class ... \$3.60 for Single journey  
 2nd ... 1.50  
 Meals ... 1.00 each.  
 The steamer's wharf is at the Western end of Wing Lok Street.  
 YUK ON S.S. CO., LD.,  
 No. 216, Wing Lok Street.  
 Hongkong, 27th February, 1904. [175]

## MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.  
 HONGKONG-CANTON NIGHTLY SERVICE.  
 THE Commodified Steamer  
 "PAUL BEAU."  
 Captain Frangoul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual.  
 The S.S. "CHARLES HARDOUIN," Captain Merla, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.  
 These two magnificent and up-to-date steamers are lighted with Electricity.  
 The Saloon is under European Supervision.  
 First Class European ... \$3.00  
 Second Class European ... \$3.00  
 First Class Chinese ... \$1.50  
 Second Class Chinese ... .90  
 Deck ... .30  
 The Company's Wharf is at the end of Queen Street, Praya West.  
 For further particulars, apply to  
 J. LANDOLT, Agent,  
 The Pharmacy, Queen's Road Central.  
 Hongkong, 23rd March, 1904. [1420]

## FOR CANTON.

THE new and fast Twin-Screw Steamer  
 "SAN CHEUNG."  
 951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.  
 First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.  
 Cargo Freight very moderate.  
 CHEUNG ON STEAMBOAT CO., LD.,  
 No. 147, Connaught Road Central.  
 Hongkong, 15th March, 1904. [27]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SHANGHAI

STEAMERS TO SAIL REMARKS.  
 On 1st July } Freight and Passage.  
 "CHUSAN" W. B. Palmer, R.N.R.  
 On 2nd July } See Special Advertisement.  
 "BENGAL" G. Phillips

FOR LONDON, &c.

STEAMERS TO SAIL REMARKS.  
 About 7th July } Freight only.  
 "NANKIN" H. W. Kenrick, R.N.R.  
 About 8th July } Freight only.  
 "CANDIA" H. E. Kitchin, R.N.R.

FOR SINGAPORE, COLOMBO, PENANG, SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES

STEAMERS TO SAIL REMARKS.  
 About 10th July } Freight and Passage.  
 "BOENNO" G. W. Gordon, R.N.R.

FOR YOKOHAMA, VIA SHANGHAI, MOI & KOBE

STEAMERS TO SAIL REMARKS.  
 About 10th July } Freight and Passage.  
 "BOENNO" G. W. Gordon, R.N.R.

Calling at Penang if sufficient inducement offers.  
 For further Particulars, apply to  
 E. A. HEWETT,  
 Superintendent.  
 Hongkong, 27th June, 1904.

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, UPRTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATE

NURNBERG ... [HAMBURG, BREMEN and HAMBURG] ... On 6th July. Freight.

C. FERD LAEISZ ... [HAMBURG and HAMBURG] ... On 26th July. Freight.

BA DENIA ... [HAMBURG and HAMBURG] ... On 10th Aug. Freight.

BAMBERG ... [HAMBURG and HAMBURG] ... On 25th Aug. Freight.

ANDALUSIA ... [HAMBURG and HAMBURG] ... On 5th Sep. Freight.

For Further Particulars, apply to  
 HAMBURG-AMERIKA LINIE  
 HONGKONG OFFICE,  
 QUEEN'S BUILDINGS, No. 1.

13

## OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS LEAVING

FOR "FRITHOF" ... SUNDAY, 2nd July, at 10 A.M.

"H. A. HARALDRSEN" ... WEDNESDAY, 6th July, at 10 A.M.

"TRIUMPH" ... SUNDAY, 10th July, at 10 A.M.

"M. STRUVE" ... WEDNESDAY, 13th July, at 10 A.M.

"T. BRANDT" ... WEDNESDAY, 13th July, at 10 A.M.

"TRITOS" ... WEDNESDAY, 13th July, at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport services, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.  
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.  
 Hongkong, 20th June, 1904. T. ARIMA, Manager [15]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO SHANGHAI, INLAND SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL ON

"NICOMEDIA" 4,370 Wagner July 16th, 1904.

"ARABIA" 4,483 Bahle August 14th, 1904.

"ARAGONIA" 5,198 Schmidt September 14th, 1904.

"NUMANTIA" 4,370 Schmidt October 14th, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.  
 Hongkong, 30th June, 1904.

## NORTHERN PACIFIC LINE.

BOSTON S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

LYRA 4,417 G. V. Williams Saturday, July 9th

SHAWMUT 9,606 W. M. Smith Thursday, September 1st

TREMONT 9,606 T. W. Garlick Saturday, October 1st

Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT 9,606 tons W. M. Smith About 12th August.

S.S. TREMONT 9,606 tons T. W. Garlick About 10th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,  
 GENERAL AGENTS.

QUEEN'S BUILDINGS,  
 Hongkong, 33th June, 1904.

## CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF JAPAN" 6,000 Tons WEDNESDAY, 13th July.

R.M.S. "ATHENIAN" 5,882 Tons WEDNESDAY, 20th July.

R.M.S. "EMPERESS OF CHINA" 6,000 Tons WEDNESDAY, 3rd Aug.

R.M.S. "TAETAR" 4,425 Tons WEDNESDAY, 10th Aug.

R.M.S. "EMPERESS OF INDIA" 6,000 Tons WEDNESDAY, 24th Aug.

Hongkong to London, 1st Class via St. Lawrence 400 via New York 260.

Intermediate on Steamers, 240.

1



# OCEAN STEAM SHIP CO., LD.

## CHINA MUTUAL STEAM NAVIGATION CO., LD.

### JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA, AND HAWAIIAN PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"OANPA"	On 11th July.	
GLASGOW and LIVERPOOL	"SARPEDON"	On 13th July.	
GLASGOW and LIVERPOOL	"PELEUS"	On 23rd July.	
GLASGOW and LIVERPOOL	"AJAX"	On 29th July.	

#### HOMEWARDS.

FROM	STEAMERS	TO	DATE
LONDON, AMSTERDAM and ANTWERP	"YANGTZE"	On 5th July.	
GENOA, MARSEILLES and LIVERPOOL	"DIOMED"	On 15th July.	
LONDON, AMSTERDAM and ANTWERP	"KINTUCK"	On 19th July.	
LONDON, AMSTERDAM and ANTWERP	"KEEMUN"	On 2nd August.	
LONDON, AMSTERDAM and ANTWERP	"MOYUNE"	On 16th August.	
GENOA, MARSEILLES and LIVERPOOL	"SARPEDON"	On 20th August.	

#### TRANS-PACIFIC SERVICE.

FROM	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"OANPA"	On 14th July.	

For Freight, apply to—  
**BUTTERFIELD & SWIRE, AGENTS.**  
Hongkong, 25th June, 1904. [10-11]

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
PORT DARWIN, THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 5th July.	
MANILA, SHANGHAI, SWATOW, CHEFOO and TIENTSIN	"PEAN"	On 6th July.	
KOBE, YOKOHAMA and KOBE	"CHANGCHOW"	On 6th July.	
	"WOODS"	On 7th July.	
	"CHIHLEI"	On 8th July.	
	"TAIYUAN"	On 13th July.	
	"TSINAN"	On 18th July.	

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled Table. A daily qualified Surgeon is carried.  
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.  
§ REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE, AGENTS.**  
Hongkong, 30th June, 1904. [12]

REGULAR STEAMSHIP SERVICE TO NEW YORK	STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL
VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).	(With liberty to call at Philippine Ports.)
PROPOSED SAILINGS FROM HONGKONG, 1904.	
"RICHMOND CASTLE" ... 5th July.	
"ST. HELENS" ... 15th July.	
"LOWTHER CASTLE" ... 28th July.	

For Freight and further information, apply to **DODWELL & CO., LD., Agents.**  
Hongkong, 30th June, 1904. [877]

THE EAST ASIATIC COMPANY, LIMITED	FOR MARSEILLES, HAVRE AND COPENHAGEN.
	THE Danish Steamer
	"PRINSESS MARIE,"

Captain Berntzen, will leave for the above ports on WEDNESDAY, the 6th July.  
For Freight or Passage, apply to **MELCHERS & CO., Agents.**  
Hongkong, 17th June, 1904. [144]

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S	INTERMEDIATE LINE.
	The New and Well-appointed Twin Screw s.s. "SARDINIA."
	4,574 Tons, will be despatched for LONDON DIRECT on or about 21st July.

Has excellent accommodation for FIRST & SECOND SALOON Passengers at moderate rates.  
To be followed by the Steamship "BORNEO," 4,521 Tons, about 18th August.  
For further Particulars, apply to **E. A. HEWETT, Superintendent.**  
Hongkong, 24th June, 1904. [1593]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.	STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL
	(With liberty to call at Philippine Ports.)
	THE Steamship
	"ISCHIA,"

Captain Maganzini, will be despatched as above on MONDAY, the 11th July, at Noon.  
At Bombay the Steamer is discharging in Victoria Dock.  
For further particulars regarding Freight and Passage, apply to **CARLOWITZ & CO., Agents.**  
Hongkong, 30th June, 1904. [4]

THE COMPANY'S STEAMSHIP	STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL
	(With liberty to call at Philippine Ports.)
	THE Steamship
	"YAWATA MARU,"

will be despatched as above on FRIDAY, the 25th July, at 4 P.M.  
This well-known Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.  
For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.  
**A. S. MIHARA, Manager.**  
Hongkong, 27th June, 1904. [1583]

THE COMPANY'S STEAMSHIP	STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL
	(With liberty to call at Philippine Ports.)
	THE Steamship
	"PERSIA,"

Captain Craghette, will be despatched as above on THURSDAY, the 21st July, P.M.  
For information as to Passage and Freight, apply to **SANDER, WIELER & CO., Agents.**  
Hongkong, 28th June, 1904. [3]

## NOTICES TO CONSIGNEES

STEAMSHIP "TONKIN,"  
COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex.s.s. "Dordogne," from Havre ex.s.s. "Dordogne," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, the 28th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unloaded after Tuesday, the 5th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 5th July, or they will not be recognized.

All damaged packages will be examined on Tuesday, the 5th July, at 3 P.M.  
No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.  
Hongkong, 28th June, 1904. [2]

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"MOYUNE,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 9th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 5th prox.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remain undelivered after the 5th prox., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 8th prox., or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.  
Hongkong, 24th June, 1904. [10-11]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP CO. and TOWBOAT CO.'S, OCEAN S.S. CO., and CHINA MUTUAL S.N. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.  
Hongkong, 20th May, 1904. [1249]

## A CURE FOR ASTHMA!!! GRIMAULT'S INDIAN CIGARETTES

Asthmatic people who suffer from Oppression in breathing, stiffness of chest, hoarseness, coughing, colds, with wheezing, Bronchitis, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.

GRIMAULT & CO., Paris, sold by all Chemists.

## CRIMAULT'S Matieo Capsules AND INJECTION

Renowned Physicians prescribe Grimault's Matieo as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Discharges. The Capsules, unlike Copalins, have not the inconvenience of producing Nausea.

MATIEO INJECTION is used in recent and MATIEO CAPSULES in the chronic cases.

GRIMAULT & CO., Paris, sold by all Chemists.  
1365-5

## VICHY'S

GENUINE NATURAL MINERAL WATER  
SPRINGS OF THE FRENCH GOVERNMENT

HOPITAL Diseases of the Stomach  
GRANDE GRILLE Liver complaints  
CELESTINS, Cont. Gravel, Diabetes

VICHY-ETAT LOZENGES  
with the natural salts extracted from the Waters

COMPRIMES VICHY-ETAT  
allowing any one to prepare aerated  
mineral water at home

BEWARE OF FORGERY

The Young American Cigars.

The very thing for smokers of discrimination!  
A delicate and exquisite flavour, which has charmed everyone who has smoked them.  
Give them a trial.

## HONGKONG BUSINESS DIRECTORY.

JEWELLERS

MAISON LEVY HERMANOS  
Diamond Merchants and Watchmakers, 40  
Watson's Building, Queen's Road, Ait  
at Shanghai, Manila, Paris and Hong

PHOTOGRAPHIC

M. MUMBY, JAPANESE ARTIST.  
Bromide and Crayon Enlargements and  
also colouring Photos and relief Photos.  
Views of China and Manila. Work  
done for Amateurs; No. 54, Queen's  
Road Central.

STOREKEEPERS

F. BLACKHEAD & CO.,  
Navy Contractors, Sailmakers, Provision  
and Coal Merchants, Sole Agents for  
Hartmann Rahlfs's Genuine Com-  
position Red Lead Brand.

ISMARCK & CO.,  
Navy Contractors, Ship Chandlers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied in  
Vessels in the Harbour

KWONG SANG & CO.,  
Shipchangers, Sailmakers, Provisioners,  
Coal Merchants, Hardware, Engineers,  
Tools, Metal, Iron and Steel Merchants  
144, Des Voeux Road.

AMOY ENGINEERING CO., LD., AMOY

CALL FLAG E.

REPAIR WORK to Steamers and  
Launches. Castings in Brass and Iron  
Molder charges. Work solicited.  
J. D. EDWARDS,  
Manager.  
Amoy, 3rd December, 1903. 1450

FOR SALE.

THE  
PROVINCE OF SHANTUNG  
ITS TRADE, POPULATION AND FUTURE  
PROSPECTS.

BY M. O'S.  
Reprinted from the "HONGKONG DAILY PRESS."  
Price, 50 cents Cash, Messrs. Kelly & Walsh  
or Daily Press Office.  
Hongkong, 31st January, 1906

FOR EUROPE AND AMERICA,  
INDIA, AUSTRALIA, &c.,  
and for  
PRIVATE RESIDENTS at the OUTPOSTS.

A COMPREHENSIVE AND COMPLETE RECORD  
OF THE  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY PRESS,  
with which is incorporated  
"THE CHINA OVERLAND TRADE REPORT."

Subscription, if paid in advance, \$12 per annum  
Postage to any part of the World \$2

ON SALE.

BOUND VOLUMES of the HONGKONG  
WEEKLY PRESS, JULY to DECEMBER,  
1903. With Index. Price \$7.50.  
On sale at the Hongkong Daily Press Office.  
Hongkong 25th March, 1904.

DIRECTORY OF

PROTESTANT MISSIONARIES

IN

CHINA, JAPAN AND COREA

FOR 1904.

WITH "ALPHABETICAL LIST."

58 PAGES. PAPER COVER, 60 Cents.

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Mr. EDWARD EVANS, Missionary Home, Book  
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Messrs. A. S. WATSON & CO., Amoy;

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Messrs. HODGE & CO., "Seoul Press," Seoul;

"NAGASAKI PRESS" Office, Nagasaki;

"KORE CHRONICLE" Office, Kobe

"DAILY PRESS" Office, Hongkong, and at  
the London Office: 131, Fleet Street.

Hongkong, 12th December, 1903.

"HONGKONG DAILY PRESS."

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OF THE FAR EAST ... \$10.00

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MISSIONARIES IN CHINA,

JAPAN AND COREA ... 0.60

POLITICAL OBSTACLES TO MIS-

SIONARY SUCCESS IN CHINA

FROM PORTSMOUTH TO PEKING,

VIA LADYSMITH, WITH A

NAVAL BRIGADE (Cruise of

H.M.S. "Terrible") ... 1.00

MOUNTINGS OF NAVAL GUNS

and their Subsequent Use with the

Ladyship Relief Column ... 1.00

WARLIKE EXPLOITS OF THE

MERCHANT NAVY, BY J. B.

Featherstonhaugh ... 2.00

CALLED OUT: or the Chung Wang's

Daughter, an Anglo-Chinese Ro-

mance, by Chas. J. H. Halcombe ... 2.00

ENGLISH AND CHINESE DIC-

TIONARY: 4 Vols. ... 20.00

PROVINCE OF SHANTUNG: Its

Trade, Population and Prospects ... 0.50

MAP OF WEST RIVER ... 0.25

## AVERAGE MARKET PRICES

The Prices are given in Dollar Cents.

June 30th, 1904.

Butcher Meat.

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## POST OFFICE NOTICES.

BOOKS CONTAINING—  
16 Postage Stamps of 2 cents  
12 " " " 1 cent  
may be obtained at the counter of the General Post Office and at Kowloon Post Office.  
Price \$1.00 each book.  
The *Doric*, with the American mail, left Shanghai on Wednesday, the 29th ult., at noon, and may be expected here to-day.

## MAILS WILL CLOSE

FOR	PER	DATE.
Canton	Hongkong	Friday, 1st, 7.30 A.M.
Shanghai	Hongkong	Friday, 1st, 11.00 A.M.
Swatow, Amoy and Foochow	Hongkong	Friday, 1st, 12.15 P.M.
Manila	Hongkong	Friday, 1st, 3.00 P.M.
Shanghai	Hongkong	Friday, 1st, 8.00 P.M.
Kongmoon, Kunchuk and Samshui	Hongkong	Friday, 1st, 5.00 P.M.
Namtoo	Hongkong	Friday, 1st, 5.00 P.M.
Swatow, Amoy and Tamsui	Hongkong	Friday, 1st, 5.00 P.M.
Canton	Hongkong	Friday, 1st, 5.00 P.M.
Manila	Hongkong	Saturday, 2nd, 7.30 A.M.
Shanghai	Hongkong	Saturday, 2nd, 11.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Saturday, 2nd, 12.15 P.M.
Manila	Hongkong	Saturday, 2nd, 3.00 P.M.
Shanghai	Hongkong	Saturday, 2nd, 8.00 P.M.
Kongmoon, Kunchuk and Samshui	Hongkong	Saturday, 2nd, 5.00 P.M.
Namtoo	Hongkong	Saturday, 2nd, 5.00 P.M.
Swatow, Amoy and Tamsui	Hongkong	Saturday, 2nd, 5.00 P.M.
Canton	Hongkong	Saturday, 2nd, 5.00 P.M.
Manila	Hongkong	Sunday, 3rd, 7.30 A.M.
Shanghai	Hongkong	Sunday, 3rd, 11.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Sunday, 3rd, 12.15 P.M.
Manila	Hongkong	Sunday, 3rd, 3.00 P.M.
Shanghai	Hongkong	Sunday, 3rd, 8.00 P.M.
Kongmoon, Kunchuk and Samshui	Hongkong	Sunday, 3rd, 5.00 P.M.
Namtoo	Hongkong	Sunday, 3rd, 5.00 P.M.
Swatow, Amoy and Tamsui	Hongkong	Sunday, 3rd, 5.00 P.M.
Canton	Hongkong	Sunday, 3rd, 5.00 P.M.
Manila	Hongkong	Monday, 4th, 7.30 A.M.
Shanghai	Hongkong	Monday, 4th, 11.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Monday, 4th, 12.15 P.M.
Manila	Hongkong	Monday, 4th, 3.00 P.M.
Shanghai	Hongkong	Monday, 4th, 8.00 P.M.
Kongmoon, Kunchuk and Samshui	Hongkong	Monday, 4th, 5.00 P.M.
Namtoo	Hongkong	Monday, 4th, 5.00 P.M.
Swatow, Amoy and Tamsui	Hongkong	Monday, 4th, 5.00 P.M.
Canton	Hongkong	Monday, 4th, 5.00 P.M.
Manila	Hongkong	Tuesday, 5th, 7.30 A.M.
Shanghai	Hongkong	Tuesday, 5th, 11.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Tuesday, 5th, 12.15 P.M.
Manila	Hongkong	Tuesday, 5th, 3.00 P.M.
Shanghai	Hongkong	Tuesday, 5th, 8.00 P.M.
Kongmoon, Kunchuk and Samshui	Hongkong	Tuesday, 5th, 5.00 P.M.
Namtoo	Hongkong	Tuesday, 5th, 5.00 P.M.
Swatow, Amoy and Tamsui	Hongkong	Tuesday, 5th, 5.00 P.M.
Canton	Hongkong	Tuesday, 5th, 5.00 P.M.
Manila	Hongkong	Wednesday, 6th, 7.30 A.M.
Shanghai	Hongkong	Wednesday, 6th, 11.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Wednesday, 6th, 12.15 P.M.
Manila	Hongkong	Wednesday, 6th, 3.00 P.M.
Shanghai	Hongkong	Wednesday, 6th, 8.00 P.M.
Kongmoon, Kunchuk and Samshui	Hongkong	Wednesday, 6th, 5.00 P.M.
Namtoo	Hongkong	Wednesday, 6th, 5.00 P.M.
Swatow, Amoy and Tamsui	Hongkong	Wednesday, 6th, 5.00 P.M.
Canton	Hongkong	Wednesday, 6th, 5.00 P.M.
Manila	Hongkong	Thursday, 7th, 7.30 A.M.
Shanghai	Hongkong	Thursday, 7th, 11.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Thursday, 7th, 12.15 P.M.
Manila	Hongkong	Thursday, 7th, 3.00 P.M.
Shanghai	Hongkong	Thursday, 7th, 8.00 P.M.
Kongmoon, Kunchuk and Samshui	Hongkong	Thursday, 7th, 5.00 P.M.
Namtoo	Hongkong	Thursday, 7th, 5.00 P.M.
Swatow, Amoy and Tamsui	Hongkong	Thursday, 7th, 5.00 P.M.
Canton	Hongkong	Thursday, 7th, 5.00 P.M.
Manila	Hongkong	Friday, 8th, 7.30 A.M.
Shanghai	Hongkong	Friday, 8th, 11.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Friday, 8th, 12.15 P.M.
Manila	Hongkong	Friday, 8th, 3.00 P.M.
Shanghai	Hongkong	Friday, 8th, 8.00 P.M.
Kongmoon, Kunchuk and Samshui	Hongkong	Friday, 8th, 5.00 P.M.
Namtoo	Hongkong	Friday, 8th, 5.00 P.M.
Swatow, Amoy and Tamsui	Hongkong	Friday, 8th, 5.00 P.M.
Canton	Hongkong	Friday, 8th, 5.00 P.M.
Manila	Hongkong	Saturday, 9th, 7.30 A.M.
Shanghai	Hongkong	Saturday, 9th, 11.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Saturday, 9th, 12.15 P.M.
Manila	Hongkong	Saturday, 9th, 3.00 P.M.
Shanghai	Hongkong	Saturday, 9th, 8.00 P.M.
Kongmoon, Kunchuk and Samshui	Hongkong	Saturday, 9th, 5.00 P.M.
Namtoo	Hongkong	Saturday, 9th, 5.00 P.M.
Swatow, Amoy and Tamsui	Hongkong	Saturday, 9th, 5.00 P.M.
Canton	Hongkong	Saturday, 9th, 5.00 P.M.
Manila	Hongkong	Sunday, 10th, 7.30 A.M.
Shanghai	Hongkong	Sunday, 10th, 11.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Sunday, 10th, 12.15 P.M.
Manila	Hongkong	Sunday, 10th, 3.00 P.M.
Shanghai	Hongkong	Sunday, 10th, 8.00 P.M.
Kongmoon, Kunchuk and Samshui	Hongkong	Sunday, 10th, 5.00 P.M.
Namtoo	Hongkong	Sunday, 10th, 5.00 P.M.
Swatow, Amoy and Tamsui	Hongkong	Sunday, 10th, 5.00 P.M.
Canton	Hongkong	Sunday, 10th, 5.00 P.M.
Manila	Hongkong	Monday, 11th, 7.30 A.M.
Shanghai	Hongkong	Monday, 11th, 11.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Monday, 11th, 12.15 P.M.
Manila	Hongkong	Monday, 11th, 3.00 P.M.
Shanghai	Hongkong	Monday, 11th, 8.00 P.M.
Kongmoon, Kunchuk and Samshui	Hongkong	Monday, 11th, 5.00 P.M.
Namtoo	Hongkong	Monday, 11th, 5.00 P.M.
Swatow, Amoy and Tamsui	Hongkong	Monday, 11th, 5.00 P.M.
Canton	Hongkong	Monday, 11th, 5.00 P.M.
Manila	Hongkong	Tuesday, 12th, 7.30 A.M.
Shanghai	Hongkong	Tuesday, 12th, 11.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Tuesday, 12th, 12.15 P.M.
Manila	Hongkong	Tuesday, 12th, 3.00 P.M.
Shanghai	Hongkong	Tuesday, 12th, 8.00 P.M.
Kongmoon, Kunchuk and Samshui	Hongkong	Tuesday, 12th, 5.00 P.M.
Namtoo	Hongkong	Tuesday, 12th, 5.00 P.M.
Swatow, Amoy and Tamsui	Hongkong	Tuesday, 12th, 5.00 P.M.
Canton	Hongkong	Tuesday, 12th, 5.00 P.M.
Manila	Hongkong	Wednesday, 13th, 7.30 A.M.
Shanghai	Hongkong	Wednesday, 13th, 11.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Wednesday, 13th, 12.15 P.M.
Manila	Hongkong	Wednesday, 13th, 3.00 P.M.
Shanghai	Hongkong	Wednesday, 13th, 8.00 P.M.
Kongmoon, Kunchuk and Samshui	Hongkong	Wednesday, 13th, 5.00 P.M.
Namtoo	Hongkong	Wednesday, 13th, 5.00 P.M.
Swatow, Amoy and Tamsui	Hongkong	Wednesday, 13th, 5.00 P.M.
Canton	Hongkong	Wednesday, 13th, 5.00 P.M.
Manila	Hongkong	Thursday, 14th, 7.30 A.M.
Shanghai	Hongkong	Thursday, 14th, 11.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Thursday, 14th, 12.15 P.M.
Manila	Hongkong	Thursday, 14th, 3.00 P.M.
Shanghai	Hongkong	Thursday, 14th, 8.00 P.M.
Kongmoon, Kunchuk and Samshui	Hongkong	Thursday, 14th, 5.00 P.M.
Namtoo	Hongkong	Thursday, 14th, 5.00 P.M.
Swatow, Amoy and Tamsui	Hongkong	Thursday, 14th, 5.00 P.M.
Canton	Hongkong	Thursday, 14th, 5.00 P.M.
Manila	Hongkong	Friday, 15th, 7.30 A.M.
Shanghai	Hongkong	Friday, 15th, 11.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Friday, 15th, 12.15 P.M.
Manila	Hongkong	Friday, 15th, 3.00 P.M.
Shanghai	Hongkong	Friday, 15th, 8.00 P.M.
Kongmoon, Kunchuk and Samshui	Hongkong	Friday, 15th, 5.00 P.M.
Namtoo	Hongkong	Friday, 15th, 5.00 P.M.
Swatow, Amoy and Tamsui	Hongkong	Friday, 15th, 5.00 P.M.
Canton	Hongkong	Friday, 15th, 5.00 P.M.
Manila	Hongkong	Saturday, 16th, 7.30 A.M.
Shanghai	Hongkong	Saturday, 16th, 11.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Saturday, 16th, 12.15 P.M.
Manila	Hongkong	Saturday, 16th, 3.00 P.M.
Shanghai	Hongkong	Saturday, 16th, 8.00 P.M.
Kongmoon, Kunchuk and Samshui	Hongkong	Saturday, 16th, 5.00 P.M.
Namtoo	Hongkong	Saturday, 16th, 5.00 P.M.
Swatow, Amoy and Tamsui	Hongkong	Saturday, 16th, 5.00 P.M.
Canton	Hongkong	Saturday, 16th, 5.00 P.M.
Manila	Hongkong	Sunday, 17th, 7.30 A.M.
Shanghai	Hongkong	Sunday, 17th, 11.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Sunday, 17th, 12.15 P.M.
Manila	Hongkong	Sunday, 17th, 3.00 P.M.
Shanghai	Hongkong	Sunday, 17th, 8.00 P.M.
Kongmoon, Kunchuk and Samshui	Hongkong	Sunday, 17th, 5.00 P.M.
Namtoo	Hongkong	Sunday, 17th, 5.00 P.M.
Swatow, Amoy and Tamsui	Hongkong	Sunday, 17th, 5.00 P.M.
Canton	Hongkong	Sunday, 17th, 5.00 P.M.
Manila	Hongkong	Monday, 18th, 7.30 A.M.
Shanghai	Hongkong	Monday, 18th, 11.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Monday, 18th, 12.15 P.M.
Manila	Hongkong	Monday, 18th, 3.00 P.M.
Shanghai	Hongkong	Monday, 18th, 8.00 P.M.
Kongmoon, Kunchuk and Samshui	Hongkong	Monday, 18th, 5.00 P.M.
Namtoo	Hongkong	Monday, 18th, 5.00 P.M.
Swatow, Amoy and Tamsui	Hongkong	Monday, 18th, 5.00 P.M.
Canton	Hongkong	Monday, 18th, 5.00 P.M.
Manila	Hongkong	Tuesday, 19th, 7.30 A.M.
Shanghai	Hongkong	Tuesday, 19th, 11.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Tuesday, 19th, 12.15 P.M.
Manila	Hongkong	Tuesday, 19th, 3.00 P.M.
Shanghai	Hongkong	Tuesday, 19th, 8.00 P.M.
Kongmoon, Kunchuk and Samshui	Hongkong	Tuesday, 19th, 5.00 P.M.
Namtoo	Hongkong	Tuesday, 19th, 5.00 P.M.
Swatow, Amoy and Tamsui	Hongkong	Tuesday, 19th, 5.00 P.M.
Canton	Hongkong	Tuesday, 19th, 5.00 P.M.
Manila	Hongkong	Wednesday, 20th, 7.30 A.M.
Shanghai	Hongkong	Wednesday, 20th, 11.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Wednesday, 20th, 12.15 P.M.
Manila	Hongkong	Wednesday, 20th, 3.00 P.M.
Shanghai	Hongkong	Wednesday, 20th, 8.00 P.M.
Kongmoon, Kunchuk and Samshui	Hongkong	Wednesday, 20th, 5.00 P.M.
Namtoo	Hongkong	Wednesday, 20th, 5.00 P.M.
Swatow, Amoy and Tamsui	Hongkong	Wednesday, 20th, 5.00 P.M.
Canton	Hongkong	Wednesday, 20th, 5.00 P.M.
Manila	Hongkong	Thursday, 21st, 7.30 A.M.
Shanghai	Hongkong	Thursday, 21st, 11.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Thursday, 21st, 12.15 P.M.
Manila	Hongkong	Thursday, 21st, 3.00 P.M.
Shanghai	Hongkong	Thursday, 21st, 8.00 P.M.
Kongmoon, Kunchuk and Samshui	Hongkong	Thursday, 21st, 5.00 P.M.
Namtoo	Hongkong	Thursday, 21st, 5.00 P.M.
Swatow, Amoy and Tamsui	Hongkong	Thursday, 21st, 5.00 P.M.
Canton	Hongkong	Thursday, 21st, 5.00 P.M.
Manila	Hongkong	Friday, 22nd, 7.30 A.M.
Shanghai	Hongkong	Friday, 22nd, 11.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Friday, 22nd, 12.15 P.M.
Manila	Hongkong	Friday, 22nd, 3.00 P.M.
Shanghai	Hongkong	Friday, 22nd, 8.00 P.M.
Kongmoon, Kunchuk and Samshui	Hongkong	Friday, 22nd, 5.00 P.M.
Namtoo	Hongkong	Friday, 22nd, 5.00 P.M.
Swatow, Amoy and Tamsui	Hongkong	Friday, 22nd, 5.00 P.M.
Canton	Hongkong	Friday, 22nd, 5.00 P.M.
Manila	Hongkong	Saturday, 23rd, 7.30 A.M.
Shanghai	Hongkong	Saturday, 23rd, 11.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Saturday, 23rd, 12.15 P.M.
Manila	Hongkong	Saturday, 23rd, 3.00 P.M.
Shanghai	Hongkong	Saturday, 23rd, 8.00 P.M.
Kongmoon, Kunchuk and Samshui	Hongkong	Saturday, 23rd, 5.00 P.M.
Namtoo	Hongkong	Saturday, 23rd, 5.00 P.M.
Swatow, Amoy and Tamsui	Hongkong	Saturday, 23rd, 5.00 P.M.
Canton	Hongkong	Saturday, 23rd, 5.00 P.M.
Manila	Hongkong	Sunday, 24th, 7.30 A.M.
Shanghai	Hongkong	Sunday, 24th, 11.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Sunday, 24th, 12.15 P.M.
Manila	Hongkong	Sunday, 24th, 3.00 P.M.
Shanghai	Hongkong	Sunday, 24th, 8.00 P.M.
Kongmoon, Kunchuk and Samshui	Hongkong	Sunday, 24th, 5.00 P.M.
Namtoo	Hongkong	Sunday, 24th, 5.00 P.M.
Swatow, Amoy and Tamsui	Hongkong	Sunday, 24th, 5.00 P.M.
Canton	Hongkong	Sunday, 24th, 5.00 P.M.
Manila	Hongkong	Monday, 25th, 7.30 A.M.
Shanghai	Hongkong	Monday, 25th, 11.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Monday, 25th, 12.15 P.M.
Manila	Hongkong	Monday, 25th, 3.00 P.M.
Shanghai	Hongkong	Monday, 25th, 8.00 P.M.
Kongmoon, Kunchuk and Samshui	Hongkong	Monday, 25th, 5.00 P.M.
Namtoo	Hongkong	Monday, 25th, 5.00 P.M.
Swatow, Amoy and Tamsui	Hongkong	Monday, 25th, 5.00 P.M.
Canton	Hongkong	Monday, 25th, 5.00 P.M.
Manila	Hongkong	Tuesday, 26th, 7.30 A.M.
Shanghai	Hongkong	Tuesday, 26th, 11.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Tuesday, 26th, 12.15 P.M.
Manila	Hongkong	Tuesday, 26th, 3.00 P.M.
Shanghai	Hongkong	Tuesday, 26th, 8.00 P.M.
Kongmoon, Kunchuk and Samshui	Hongkong	Tuesday, 26th, 5.00 P.M.
Namtoo	Hongkong	Tuesday, 26th, 5.00 P.M.
Swatow, Amoy and Tamsui	Hongkong	Tuesday, 26th, 5.00 P.M.
Canton	Hongkong	Tuesday, 26th, 5.00 P.M.
Manila	Hongkong	Wednesday, 27th, 7.30 A.M.
Shanghai	Hongkong	Wednesday, 27th, 11.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Wednesday, 27th, 12.15 P.M.
Manila	Hongkong	Wednesday, 27th, 3.00 P.M.
Shanghai	Hongkong	Wednesday, 27th, 8.00 P.M.
Kongmoon, Kunchuk and Samshui	Hongkong	Wednesday, 27th, 5.00 P.M.
Namtoo	Hongkong	Wednesday, 27th, 5.00 P.M.
Swatow, Amoy and Tamsui	Hongkong	Wednesday, 27th, 5.00 P.M.
Canton	Hongkong	Wednesday, 27th, 5.00 P.M.
Manila	Hongkong	Thursday, 28th, 7.30 A.M.
Shanghai	Hongkong	Thursday, 28th, 11.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Thursday, 28th, 12.15 P.M.
Manila	Hongkong	Thursday, 28th, 3.00 P.M.
Shanghai	Hongkong	Thursday, 28th, 8.00 P.M.
Kongmoon, Kunchuk and Samshui	Hongkong	Thursday, 28th, 5.00 P.M.
Namtoo	Hongkong	Thursday, 28th, 5.00 P.M.
Swatow, Amoy and Tamsui	Hongkong	Thursday, 28th, 5.00 P.M.
Canton	Hongkong	Thursday, 28th, 5.00 P.M.
Manila	Hongkong	Friday, 29th, 7.30 A.M.
Shanghai	Hongkong	Friday, 29th, 11.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Friday, 29th, 12.15 P.M.
Manila	Hongkong	Friday, 29th, 3.00 P.M.
Shanghai	Hongkong	Friday, 29th, 8.00 P.M.
Kongmoon, Kunchuk and Samshui	Hongkong	Friday, 29th, 5.00 P.M.
Namtoo	Hongkong	Friday, 29th, 5.00 P.M.
Swatow, Amoy and Tamsui	Hongkong	Friday, 29th, 5.00 P.M.
Canton	Hongkong	Friday, 29th, 5.00 P.M.
Manila	Hongkong	Saturday, 30th, 7.30 A.M.
Shanghai	Hongkong	Saturday, 30th, 11.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Saturday, 30th, 12.15 P.M.
Manila	Hongkong	Saturday, 30th, 3.00 P.M.
Shanghai	Hongkong	Saturday, 30th, 8.00 P.M.
Kongmoon, Kunchuk and Samshui	Hongkong	Saturday, 30th, 5.00 P.M.
Namtoo	Hongkong	Saturday, 30th, 5.00 P.M.
Swatow, Amoy and Tamsui	Hongkong	Saturday, 30th, 5.00 P.M.
Canton	Hongkong	Saturday, 30th, 5.00 P.M.
Manila	Hongkong	Sunday, 31st, 7.30 A.M.
Shanghai	Hongkong	Sunday, 31st, 11.00 A.M.
Swatow, Amoy and Tamsui	Hongkong	Sunday, 31st, 12.15 P.M.
Manila	Hongkong	Sunday, 31st, 3.00 P.M.
Shanghai	Hongkong	Sunday, 31st, 8.00 P.M.
Kongmoon, Kunchuk and Samshui	Hongkong	Sunday, 31st, 5.00 P.M.
Namtoo	Hongkong	Sunday, 31st, 5.00 P.M.
Swatow, Amoy and Tamsui	Hongkong	Sunday, 31st, 5.00 P.M.
Canton	Hongkong	Sunday, 31st, 5.00 P.M.

Supplementary mail on board up to the time fixed for departure of the mail.  
(Extra Postage 10 cents.)  
(Letters posted in the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao	Hongkong	Saturday	2nd, 12.15 P.M.
Swatow, Amoy and Tamsui	Hongkong	Saturday	2nd, 1.00 P.M.
Manila	Hongkong	Saturday	2nd, 3.00 P.M.
Shanghai, Shantung, Tientsin and Winkow	Kongkong	Saturday	2nd, 4.00 P.M.
Manila	Tientsin	Saturday	2nd, 5.00 P.M.
Shanghai	Hoi Fan	Saturday	2nd, 5.00 P.M.
Macao	Wingchei	Saturday	2nd, 5.00 P.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne	Australia	Saturday	2nd, 5.00 P.M.
Kongkong, Kunchak and Samshui	Linton	Sunday	3rd, 9.00 A.M.
Namtau	Tai Chan	Sunday	3rd, 9.00 A.M.
Sanbu	Loi Fan	Sunday	3rd, 9.00 A.M.
Macao	Wingchei	Sunday	3rd, 9.00 A.M.
Swatow, Amoy and Tamsui	Frithoff	Sunday	3rd, 9.00 A.M.
Canton	Powan	Sunday	3rd, 9.00 A.M.
Shanghai	Woonay	Tuesday	5th, 3.00 P.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne	Chingto	Tuesday	5th, 3.00 P.M.